DEC

Australian MODEL RAILWAY Magazine

$2.20

OCTOBER, 1984.

ISSUE 128. Vol.11. No.11

IN THIS ISSUE:

72 Pages

SCENICS – Part 3
Bulk Scenery

CLIFFORD QUARRY
A Screening House to Build

SRA of NSW 2CM Bogies

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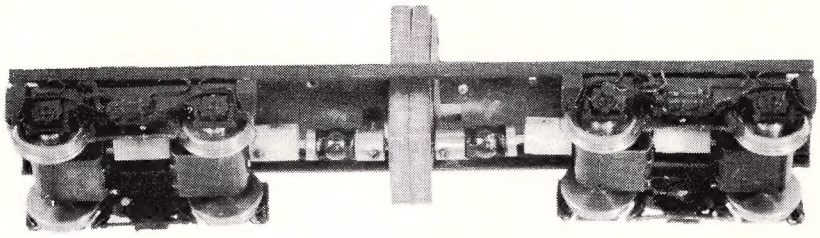

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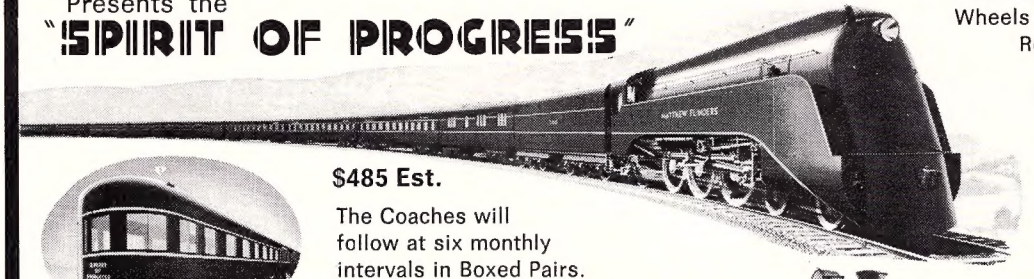

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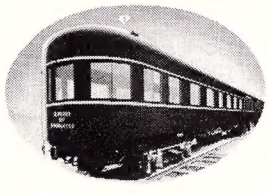
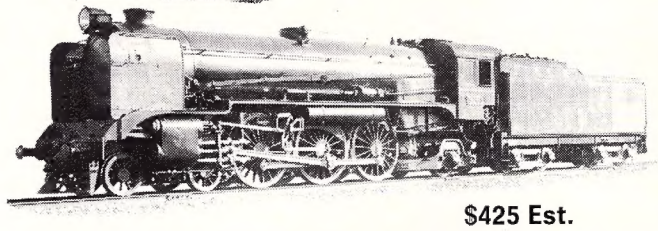


$485 Est.
The Coaches will follow at six monthly intervals in Boxed Pairs.
Interior Detail, Fully Sprung Bogies.
Around October — Est. $90 each.



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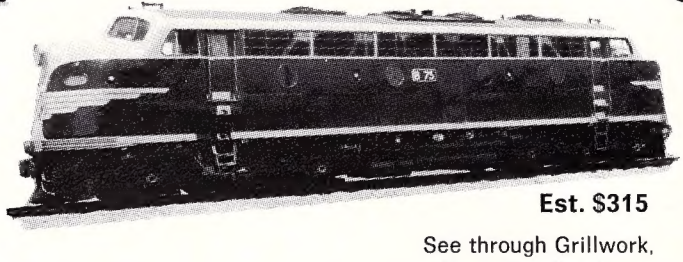

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See through Grillwork, Fans, Cab Detail etc.
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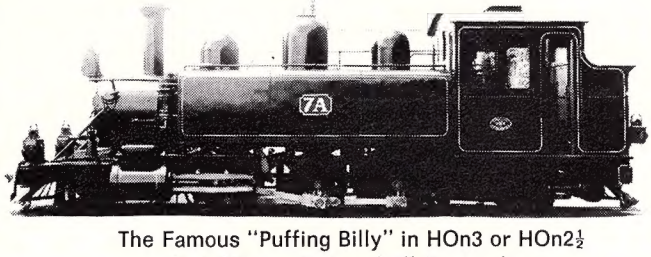

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Coaches to follow — Interior Detail, Sprung Bogies.

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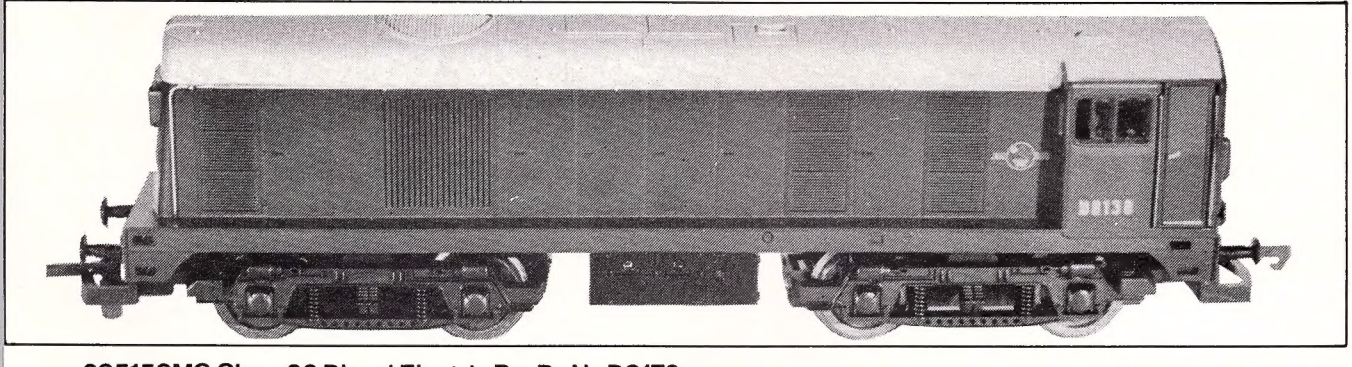

205156MG Class 20 Diesel Electric Bo-Bo No D8170

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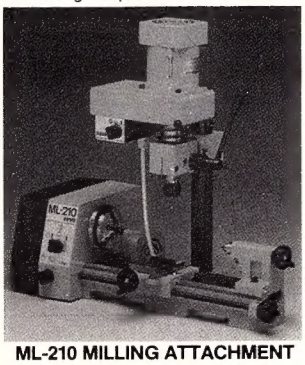

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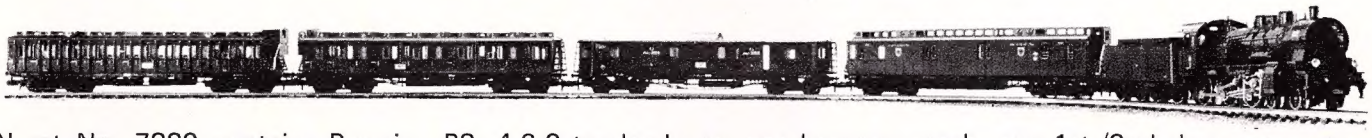

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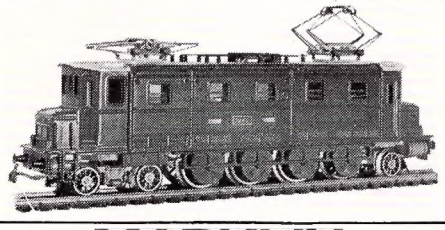

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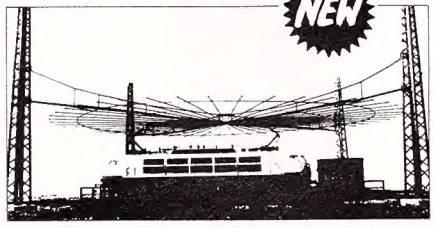

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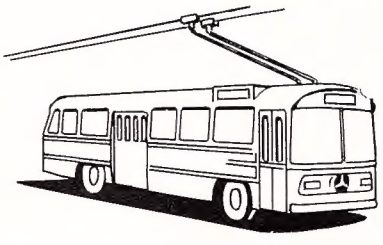

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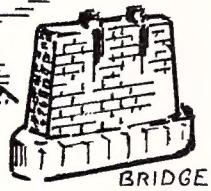
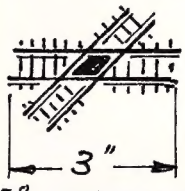

BRIDGE PIER

PASSENGER STATION



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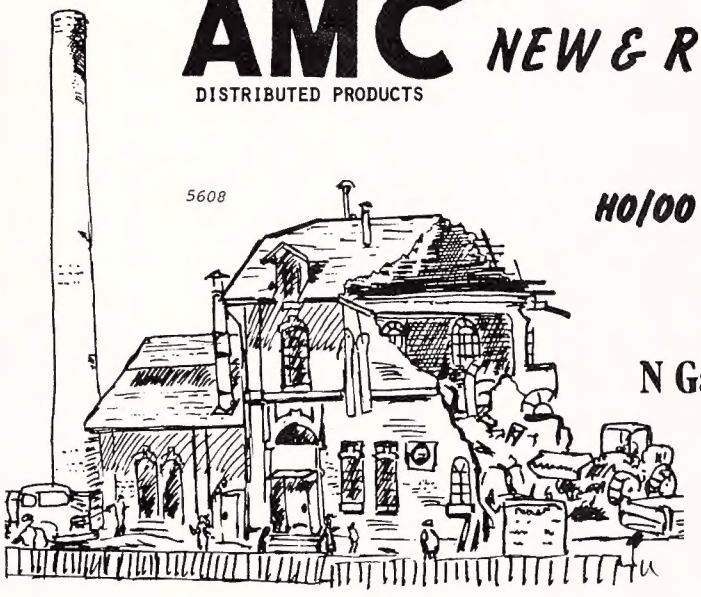

HO/OO

3779 Apartment House with mansard roof, 4-storeys plus roof with shops on ground floor for city or large town. 136 x 108 x 190mm $23.50

5608 Brick Brewery being demolished, 340 x 140 x 300mm Kit includes 'Wiking" Front End Loader. $28.50

N Gauge

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HO/OO

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60 FOOT FLAT CAR

1283 Southern Pacific $8.95

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1310 Union Pacific; 1311 Santa Fe; 1312 Western Pacific $9.25

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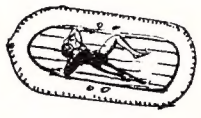

HO/OO

2472 European Style Stage Coach with 2 horses, inside passenger, driver and offsider .. $8.75

2476 Western Style Stage Coach (Cobb & Co.?) with two horses, 2 inside passengers, driver and shotgun guard $8.75

2481 Windsurfers - 4 figures, 4 boards, sails etc. $3.95

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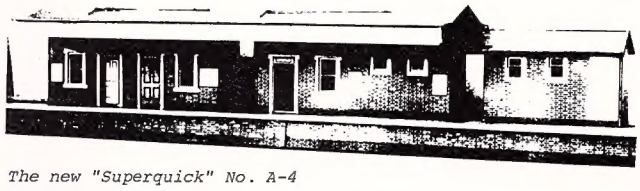

The new "Superquick" No. A-4

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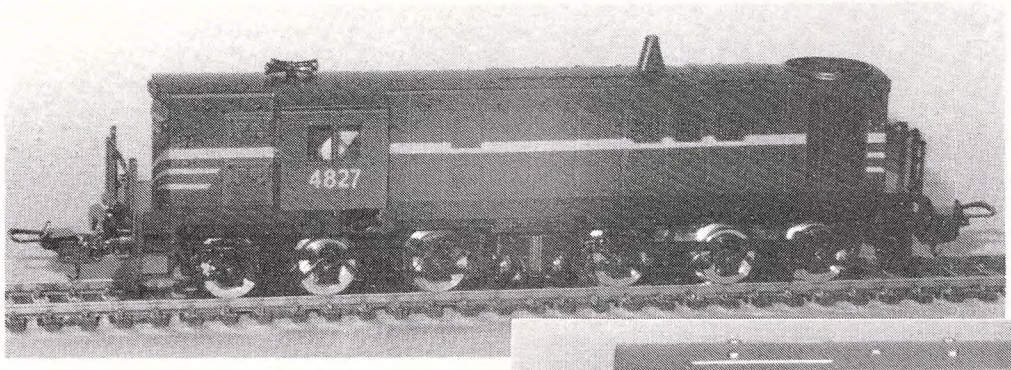

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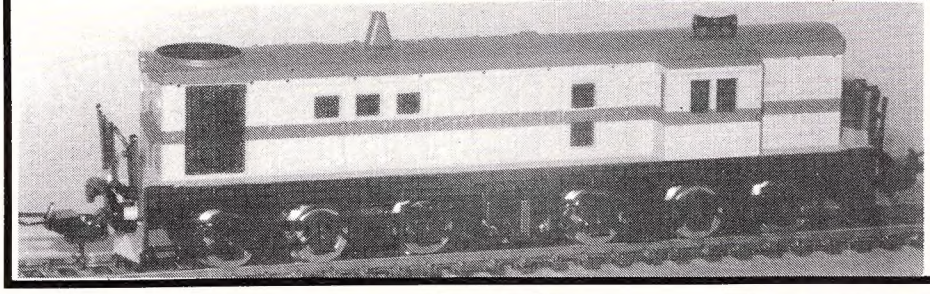
Super detailed body with wire handrails.
Diecast metal chassis.
Diode perated headlights.

MHG Brake Van.

SAR 830 class.



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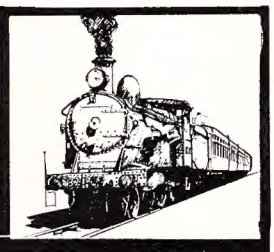

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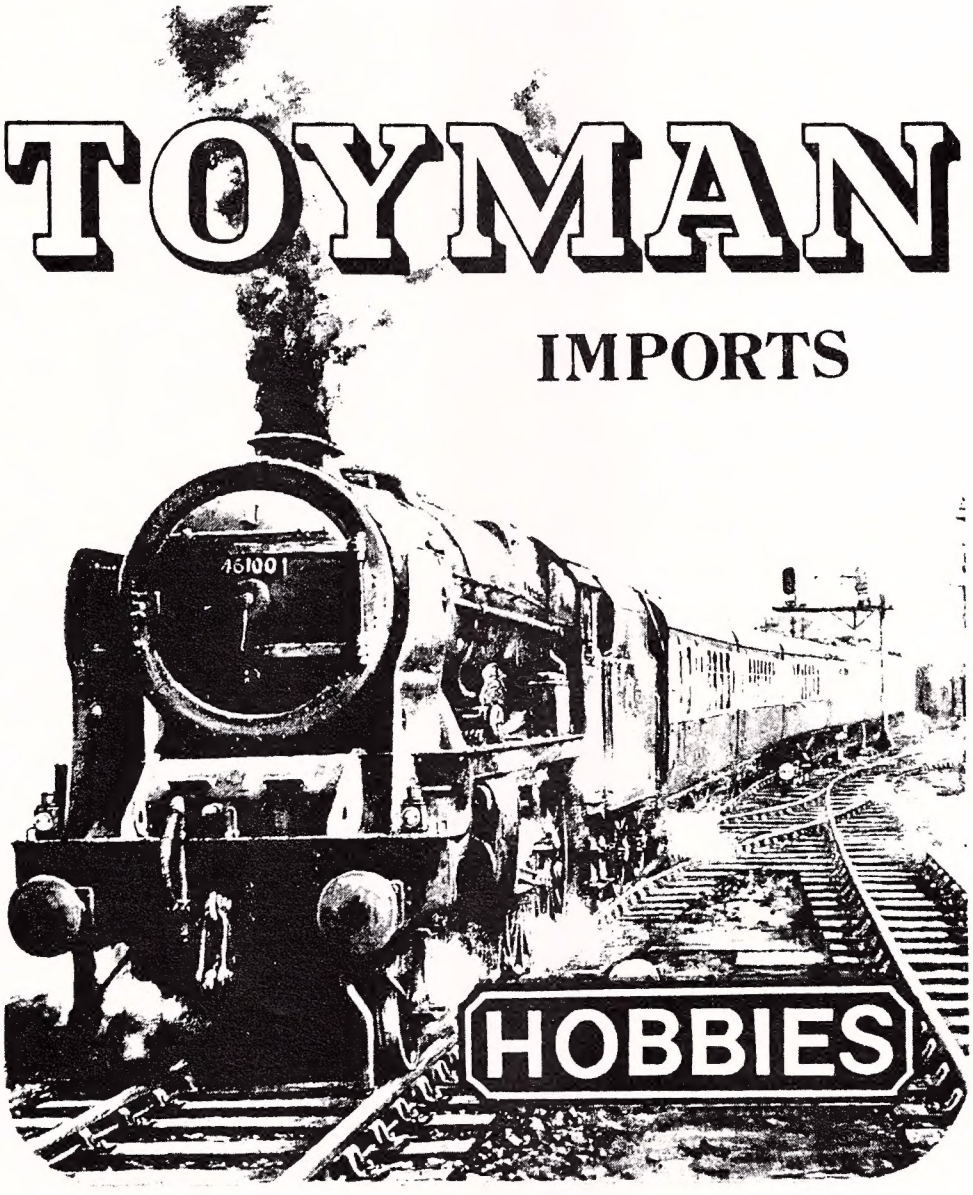

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LIVERPOOL — N.S.W. September 29, 30, October 1, 1984 at E.G.Whitlam Recreation Centre in Woodland Park, Memorial Avenue, Liverpool. Open 10am-8.30pm (Sat), 10am-6pm (Sun), 10am-6pm (Mon). Organised by the NSW Branch of AMRA, 42 McMillan St., Yagoona. 2199

BOWRAL — N.S.W. September 29, 30, October 1, 1984 at Bowral Primary School, Boolwey St., Bowral. 10am-5pm. Admission $1.50/60c. Organised by the Berrima District Model Railway Club.

GLEN WAVERLEY — Victoria October 13, 14 1984 at Glen Waverley High School, O'Sullivan Rd., Glen Waverley. Open 8.30am — 9pm (Sat), 9am — 5pm (Sun). Admission $2/80c. Organised by the Waverley Model Railway Club Inc.

WARRIMOO — N.S.W. October 27 1984 at the Springwood Girls' and Boys' Club Hall, Macquarie Rd., Springwood. Organised by the Warrimoo Model Railway Club to coincide with the celebrations of the Springwood Station Centenary.

SUNBURY — Victoria. October 27, 28 1984 at Memorial Hall, Stawell St., Sunbury. Open 10am — 8pm (Sat), 10am — 5pm (Sun). Admission $1.50/50c, $4 family. Organised by Sunbury Model Railway Club Inc., PO Box 437, Sunbury, 3429.

COBURG — Victoria. November 17, 18 at St Paul's Church Hall, Sydney Rd., Coburg. Open 10am-9pm (Sat), 10am-5pm (Sun). Admission $1.50/$1. Organised by the Mont Valley Modelling Group.

MIRANDA — N.S.W. November 24, 25 at Port Hacking High School Auditorium, The Kingsway, Miranda. Open 9am-6pm (Sat), 10am-5pm (Sun). Organised by The Sydney N Gauge Model Railway Club.

BATHURST — N.S.W. December 1, 2 1984 at Bathurst Civic Centre. Open 10am — 6pm (Sat), 10am — 4pm (Sun). Admission $1.50/40c, $3 family. Organised by Central West Railway Modeller's Association.

GEELONG — Victoria. January 25 — 28, 1985 at the Waterside Workers Hall, Eastern Beach, Geelong. Open 6pm-9pm (Fri), 10am-9pm (Sat), 10am-6pm (Sun), 10am- 5pm (Mon). Admission $1.50/.50c Family $4. organised by the Corio Model Railway Club.

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AMRM

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Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

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MEETINGS

New South Wales
October 13 — Demonstration of hand laid track at Epping
November 4 — Annual Family Picnic at Thirlmere.
December 8 — Running session at West Ryde.

Queensland
October 13 — Model contest at Everton Park
November 10 — Layout working bee at Bald Hills

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Australian
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COMMENT

Atmosphere or Accuracy?

With the recent showing of the 'Bodyline' series on television there would be few people in the major cities who did not either watch part of it or hear about it in one way or other. For those who abhore TV and/or cricket 'Bodyline' was based on the 1932- 33 Cricket Test series between England (M.C.C.) and Australia, in Australia. In this series the Englishmen used the tactics of bowling at the man, thus the name 'Bodyline'. As the TV show was not restricted to the cricket pitch, some considerable effort was made to give the show atmosphere. Costuming, motor vehicles, sets and trains . . . well A train.

As with any period show there were many comments about the incorrect detail in the many scenes: incorrect sets, wrong style of fishing line and the like. Regardless, the show had atmosphere and while a lot of detail items were incorrect the show won in creating the atmospheric scene for the action to happen. As it so happened one of the often used sets was the dining car of the train. One must bear in mind that travel around Australia in those days was restricted to foot, horses, cars and trains. Unfortunately I have not travelled in enough dining cars to comment on the authenticity of the dining car set but I did quickly observe the steam engine used in brief flashes to inform the viewer that the players were either on a train or travelling between locations.

A NSWR C38 was used, to be precise 3801 in green. Varying shots indicated that it was used to haul the train from Brisbane to Sydney, to Melbourne and even to Adelaide. As I did not watch all of the show it may also have been used to head the train to Perth and back. Now the C38 class has been to Brisbane, Melbourne and Perth, but it was 1970 before the first of these occasions and unless I am mistaken this loco which is disputed as being Australia's best, was never regauged to run the Melbourne- Adelaide route. To top it all, as most historians are aware, the C38 was not due to enter service for another ten years. These details were not observed by the general viewing public and the scenes of 3801 at speed (lifted from the Film Australia movie 'A Steam Train Passes') served the purpose of adding atmosphere to the show.

The model railway hobby is one that is accuracy orientated and we are all too often too harsh on someone who uses some inaccurate detail item to add atmosphere to the layout. Completed Australian layouts are not very common, for it does take a lot of time to build everything needed. With the availability of so much equipment from overseas why not use some of it to give atmosphere and relax the accuracy requirement a little.

If it worked for 'Bodyline' why can't it work for us as well? It need only be for a short period, and it may even be the incentive needed to encourage you to finish the layout.

Bob Gallagher.

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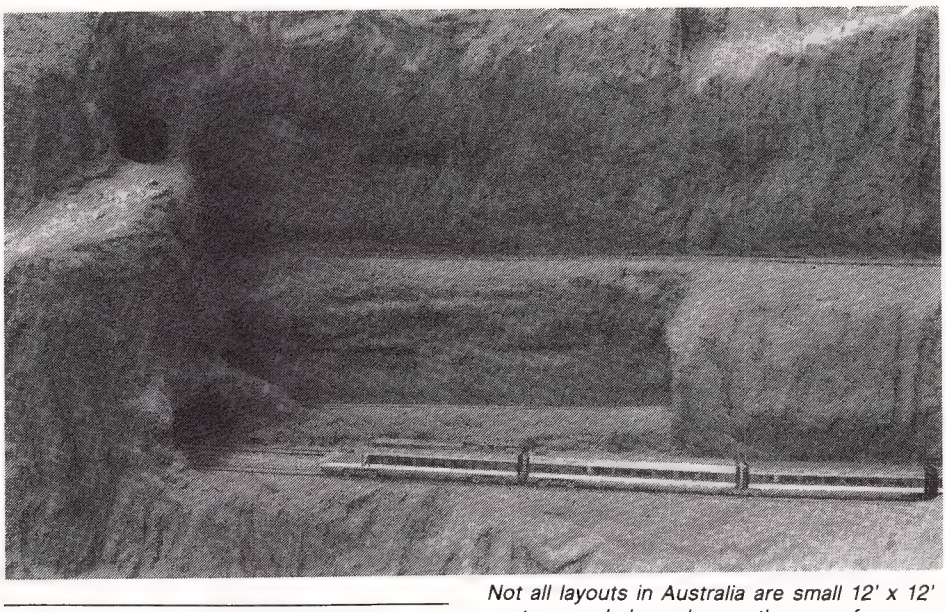


ON THE COVER

D34, repainted Australian Iron and Steel owned diesel locomotive outshopped in red, white and blue livery featuring the 'Advance Australia' logo. This spectacular colour scheme was designed by Bill Parkinson and David Howarth, both involved in the modelling and railway enthusiast hobby. D34 was working the Nebo Colliery line in February 1984 when Graham Ball took the photograph.

Not all layouts in Australia are small 12' x 12' systems or balanced upon the arm of a comfortable chair. Pictured above is a section of Bill Baggett's layout, which has at least 3000 feet (915 metres) of track layed for operation. Bill's interest is not restricted to one specific prototype and his layout reflects the varying prototype interest with spirals, steep grades and long drags. The above scene hides a loop or two and can display at least four trains at once. The height of the scenery can be estimated by the size of the HO scale TGV. Details of this mammoth layout will be presented in future issues of AMRM. Photo by Bob Gallagher.

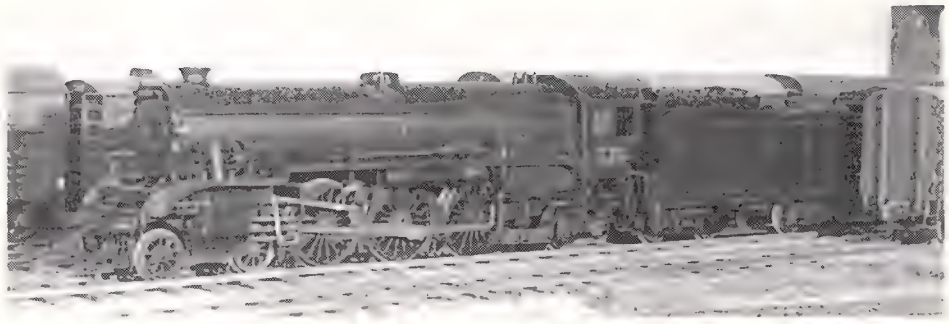
SCENIC ROUTE this issue is supplied by Bob Gallagher and Graham Ball and features Harry Bender's ¼" scale (O gauge) layout, Bentmore and some of his superb handbuilt models.

1. *S 303, a master built models, fabricated from brass in 1963. The motor is fitted in the tender and the drive to the main driver axle is via a 16:1 worm drive and universals.*

2. *The bright rays of the afternoon sun gleam on the cleanly oiled surface of J 535, as it awaits the attention of the water crane outside Bentmore loco.*

3. *Bentmore has only a small loco shed, too small to totally house Heavy Harry, the pride of the V.R.. The loco shed was built from balsa framework and covered with corrugated aluminium. The louvres in the roof section were formed from stripwood.*

4. *A² outside Bentmore signal box. The bracket signal was built up from 1/32" brass angle with 8 amp fuse wire for lattice work. Signal arm, bracket, disc and weight levers are home made castings. Both aspects operate, but have not been connected to the controls below the baseboard.*



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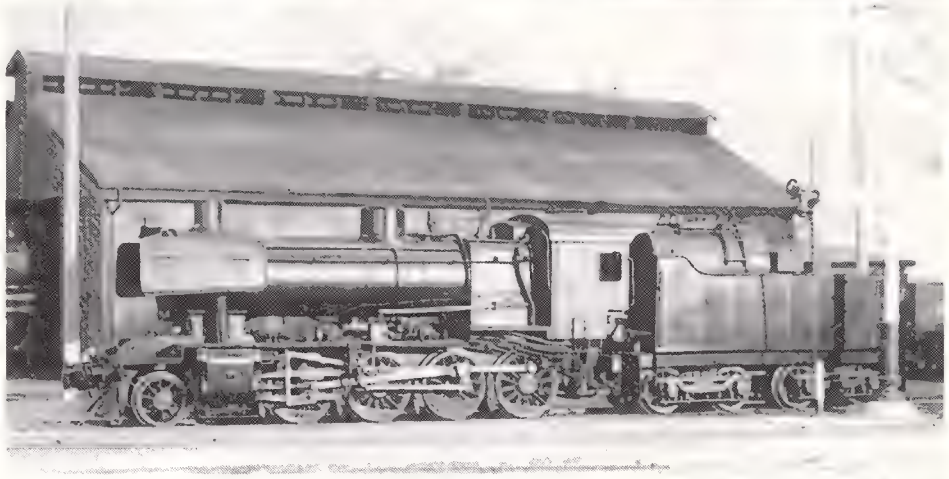

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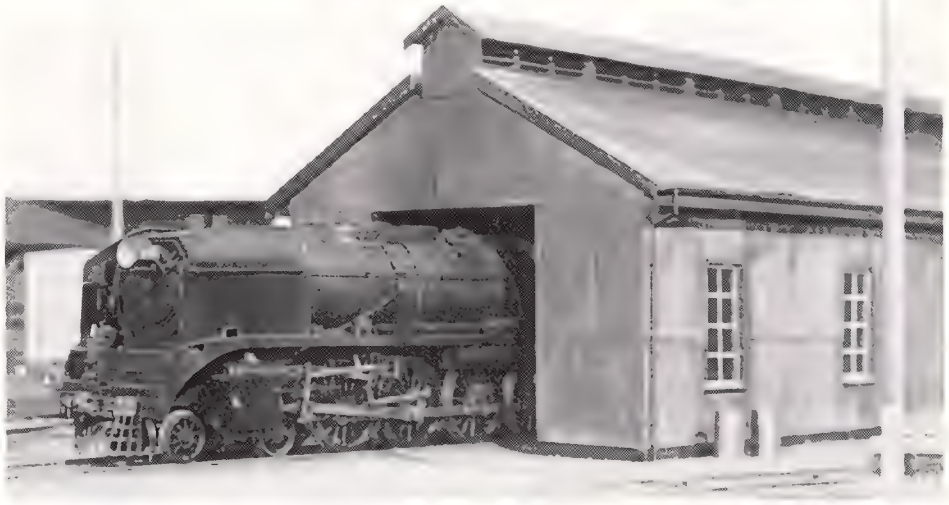

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CONVENTION

MAYLANDS — Western Australia. The W.A. Branch of the Australian Model Railway Association will be holding a convention/competition over the weekend of November 3/4 1984. For further details contact the co-ordinator by writing to P.O. Box 60, Maylands. 6051.

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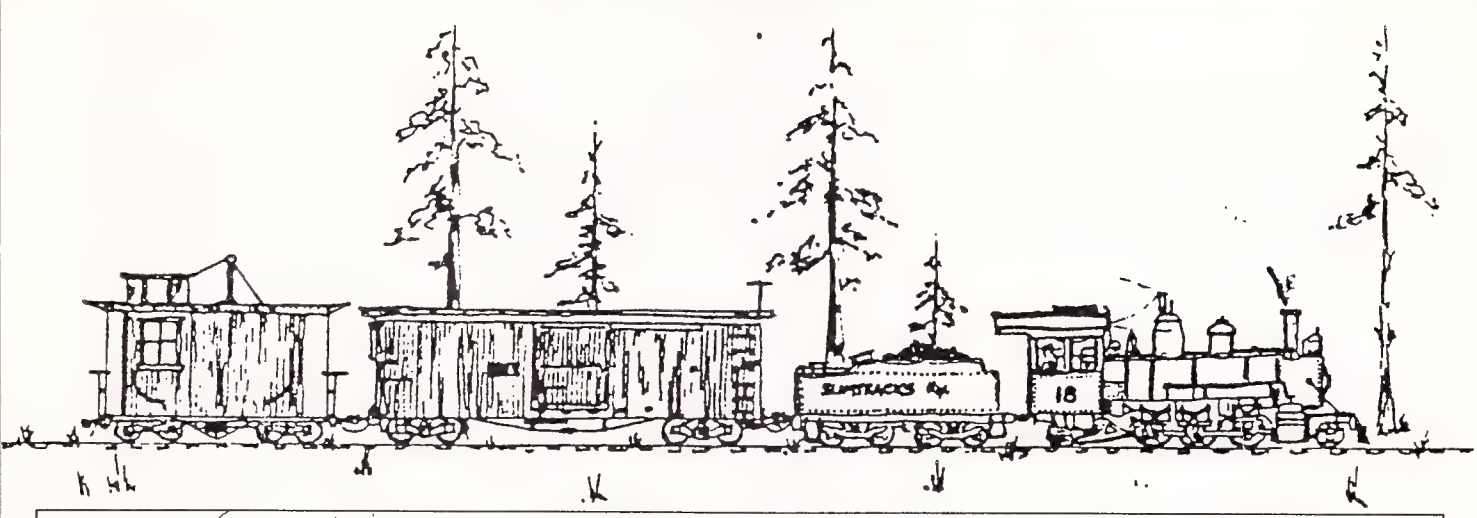
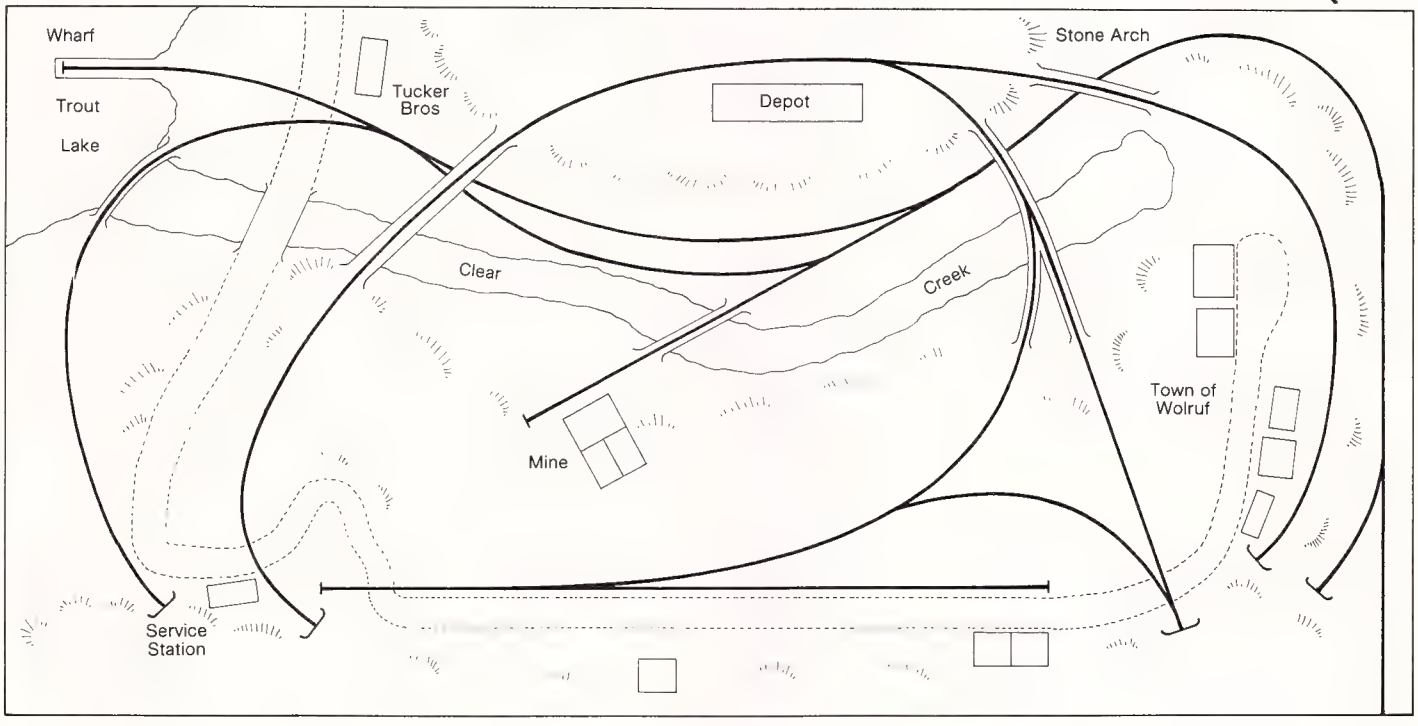
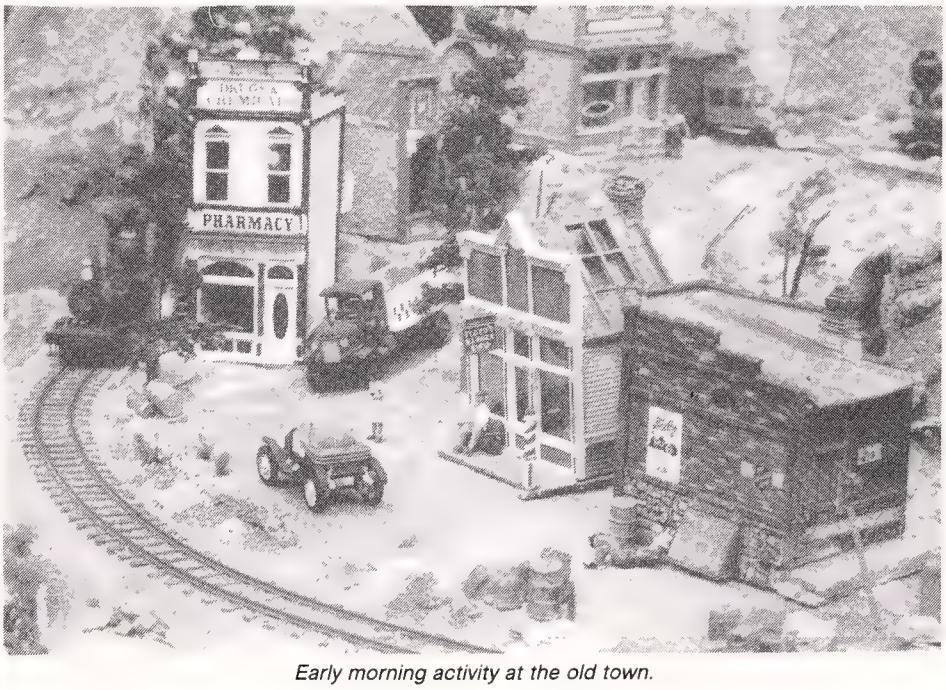




RIO GRANDE MINILAND
from
Slimtracks Narrow Gauge Workshops



Early morning activity at the old town.

Written by Gerry Hopkins, in consultation with Laurie McLean, Trevor James and David Anderson

The Narrow Minded Culprits

Once upon an Autumn night, four railway modellers were huddled together to plan an excursion into the world of narrow gauge modelling. The first problem was "What scale or gauge to model in?". Laurie said that he didn't mind as long as it was set in Colorado. David said he was quite happy to have a go at building turnouts in any scale or gauge. Trevor stated that he would like to run some brass locos that were 'nice 'n cheap'. Gerry said that whatever was chosen, it had to run well and run for long periods ... a typical modellers' 'get nowhere' session.

After half an hour of silence, one of the group, who had been thumbing through a copy of 'Narrow Gauge and Shortline Gazette', jumped to his feet emitting sounds of exhaltation (to put it nicely) and showed the rest of

the group an ad for Joe Works' new range called 'Rio Grande Miniland'. The ad showed items of rolling stock and locos made up from brass kits; they were HOn2½" and were very reasonably priced. Their biggest appeal was the fact that they were small and could run on N scale track if required. We were all experienced N scale modellers so all we had learnt so far could be of use in this new field.

Some items of rollingstock and some locos were purchased by one of the group while in Tokyo on a business trip. On returning to Sydney the kits were thoroughly checked and the first loco was put together so that some extensive testing could be carried out. There were a number of minor problems at first but these will be described later. We were confident enough that we could get all the units to run as well as we required for exhibition purposes.

Once we had analysed the performance and the requirements of the locos and rolling stock, we set about laying the ground rules for the design of an exhibition layout. It was felt that an exhibition layout would give us the incentive to give that 'little extra' that would make the difference between 'just another layout' and a 'layout worth seeing again'.

Design and Preparation

The ground rules were layed out as follows:

1. The layout had to be completely self-contained and very portable but at the same time there would have to be provision to extend the layout at a future date.
2. It had to be easy to handle for only two people and be able to fit into any of our vehicles. A size of 2m x 1m was considered to be ideal.
3. To make it light and 'non-rigid' an open frame construction was to be used, with a hard shell for the scenery.
4. There had to be two separate loops to allow enough running to keep the viewer's interest. If the viewer does not see a train running when he/she comes to look at the layout then they move on to the next layout. Besides the loops we added a few small sidings and a wye perched on a trestle.
5. There had to be plenty of scope for Laurie to do his 'up and down' scenery, the scenery common to the Colorado area we were going to model.
6. All pointwork and bridges were to be built to fit the layout not vice versa as is usually the case.
7. All controls had to be kept as simple as possible to ease the strain of operating for long periods at exhibitions.

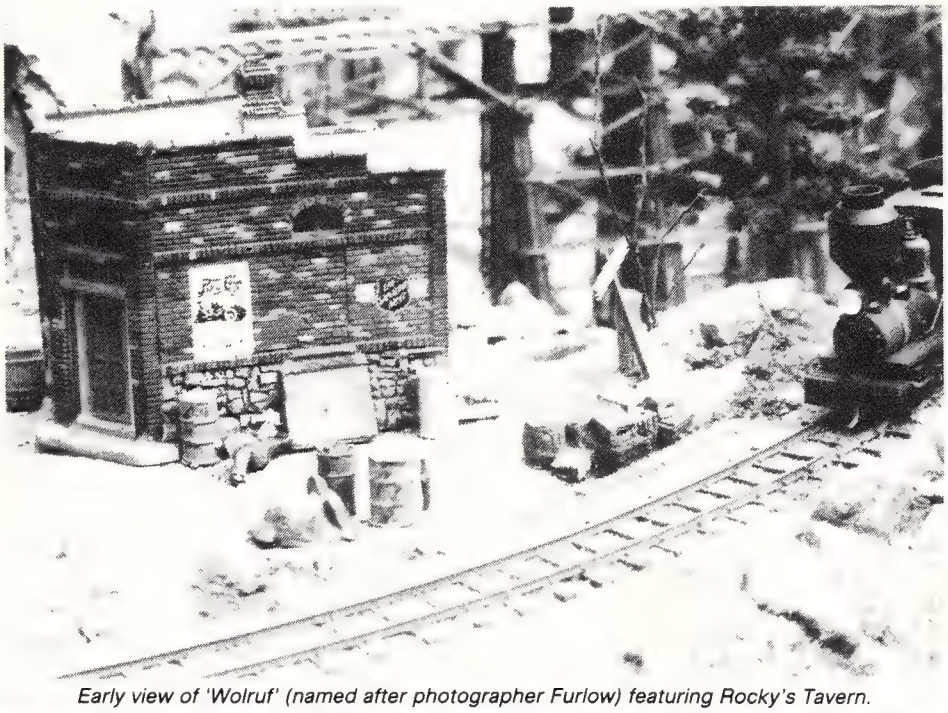
The next step was to come up with a track plan that would fit the bill. When we thought we were close we drew the track plan full size to get a better idea of the general appearance. A plan MUST be flexible enough to allow for changes as you progress. The final plan is illustrated.

Construction

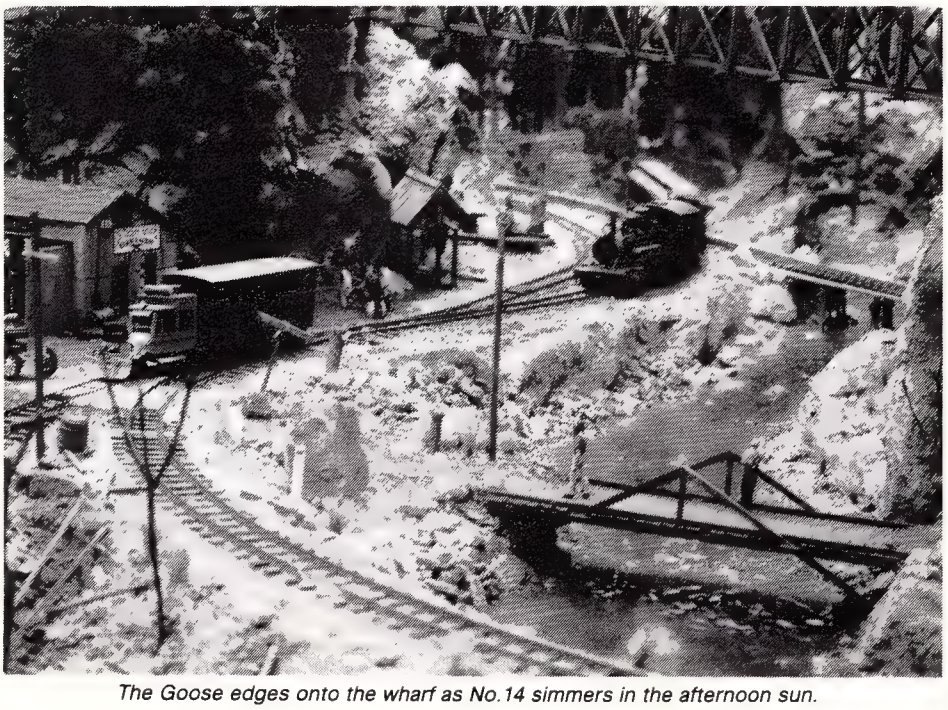
The frame was constructed from 100mm x 25mm (4" x 1") timber for the outer frame and cross braced by 50mm x 25mm (2" x 1") timbers on which the upright supports were mounted. The full size track plan was drawn onto 10mm (⅜") plywood. The roadbed was cut from the ply allowing a width of 50mm (2") for the track and enough room to attach some scenery as will be explained later. Once the roadbed was fixed in position, the exact positions of the bridges were marked. These marks were then cut almost all the way through ... but not quite.

The legs were the next to be fitted. These were made of 150mm x 25mm (6" x 1") timber, each leg being mounted at 90 degrees to the next to give extra stability to the layout. As is always the case, ALL joints were screwed and glued in the recognised manner.

Looking down Clear Creek toward Trout Lake.



Early view of 'Wolruf' (named after photographer Furlow) featuring Rocky's Tavern.



The Goose edges onto the wharf as No.14 simmers in the afternoon sun.

There is little doubt that colour photographs show models and layouts at their best and this selection by Bob Gallagher is no exception.
Top. *The lake scene, complete with wharf, fishing boat and fishermen and the colourful Goose.* **Right.** *A slow freight negotiating the timber trestle.* **Below Right.** *The petrol tanker refuels the out of way petrol station.*
Below. *Only colour photography can adequately illustrate the weathering effect applied to the corrugated iron on the mine.*

Trackwork

Before the track was laid, 3mm (⅛") thick cork was glued down with Aquadhere and allowed to dry overnight. The cork helps to give shape to the road bed. The track used was Shinohara Code 60 HOn2½; the sleepers (ties) were removed from a few lengths of the flextrack for use in the construction of turnouts as no single lengths of Code 60 rail are available.

The trackwork had to be smooth, with no sharp changes in direction or elevation. Hand built turnouts allowed us to use much tighter tolerances which helped the running of the Joe Works locos with their small wheels, fine flanges and short wheel bases.

The track was laid on the curves first in order to keep the track joins on the straight bits. Of course there are very few of these on Miniland but we tried anyway. The location of the turnouts had already been marked on the road bed, so the flextrack had been laid to line up with the proposed turnouts. A sheet of paper was then laid over the flextrack and proposed turnout and the EXACT position of the rails was traced onto the paper. This paper was then used as the template for building the turnouts on the bench. The turnouts for the fiddle yards were also built on the bench and then fitted into position. The three turnouts at each end of the fiddle yards were built as a single unit to keep the overall length to a minimum, thus allowing a maximum length for train storage.

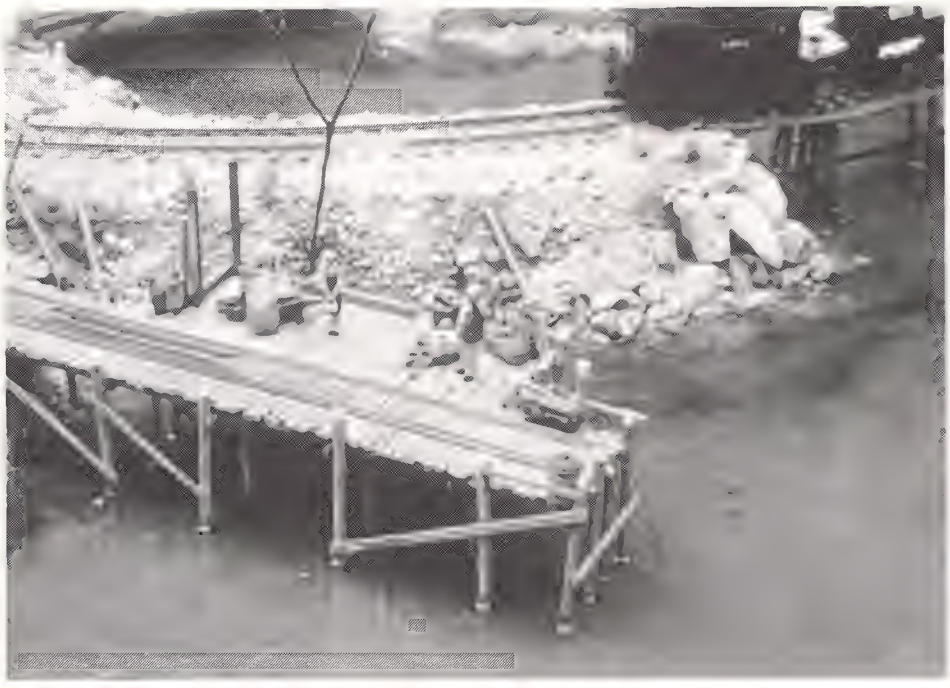
The fiddle yard was laid with plenty of room between the tracks to allow us to get our fingers in to change the rolling stock etc. The lower level has a passing loop at the front which allows us to hold an extra train in view of the public or to pass a train which helps to keep the public interested.

The biggest challenge for David was the building of the three turnouts that form the wye on the top level. The three lead tracks were traced out onto a piece of paper and the 300mm (12") radius curves were drawn in. David went into seclusion for a week and came back with the completed trackwork. There were no electrical gaps yet; these were cut later with a cutting disc in a motor-tool. The finished unit was put in place on the layout and pinned down as needed. It was mentioned earlier that the roadbed had been partially cut through where the bridges were to be located, the section under the wye was now removed and Laurie commenced to build the trestle DOWN from the track.

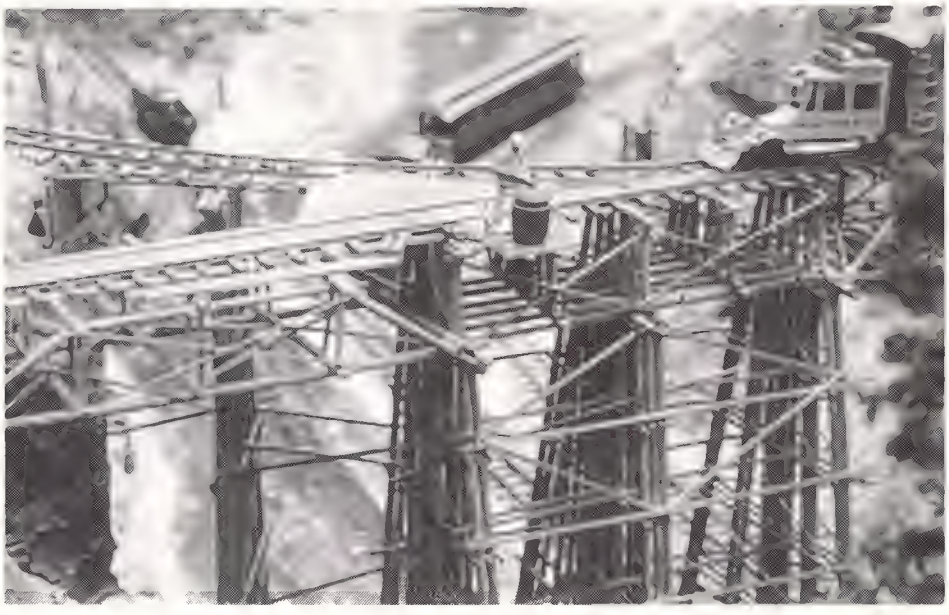
Up and Down Scenery

With the track in position and the turnouts laid, the next step was to build the scenery shell. The track and roadbed were covered with 25mm (1") masking tape to protect them from falling plaster etc. The general shape of the terrain was made using scrunched up newspaper held in place with masking tape. Thick brown paper was then taped over the newspaper and held with more tape. Supermarket shopping bags were ideal for this. To get good support for the scenery along the edge of the road bed, 12mm (½") panel pins were tacked in every 25mm (2") to about one quarter of their length.

The plaster mix was straightforward; casting plaster or maintenance plaster was mixed up in a small container (an icecream container did nicely) until it was of a thick creamy consistency. We then added Laurie's 'Secret Ingredient', Aquadhere. We used about one tablespoon of Aquadhere to one litre of plaster. The Aquadhere gives the plaster a certain resilience which prevents cracking when it's transported. We also added some oxides to give the plaster a Colorado Pink sort of colour. Good quality paper towel was torn into 100mm (4") wide strips; these strips were then soaked

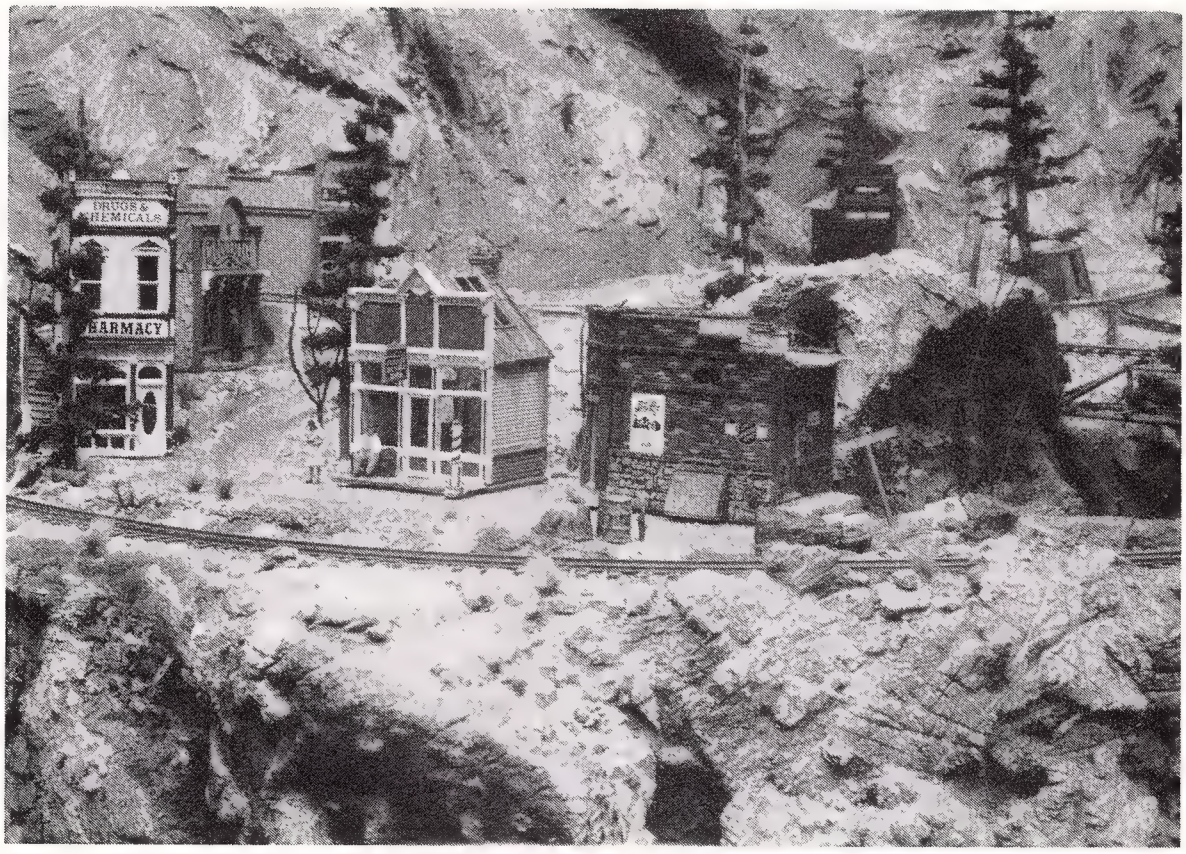


On the wharf at Trout Lake, Wilbur waves to the incoming ferry.



Jethro checks the fire barrel on the trestle as the Goose goes past.

Kit-bashed Goose climbing up the grade past the town. Cindy has left her grandpa at the barber's shop.



The town is perched on a rocky ledge.

in the plaster and draped over the formed brown paper, each piece overlapping the last by one third of its width. Where the plaster/paper touched the roadbed, it was pushed over the panel pins which were then bent down to hold the paper in place. As we finished each batch of plaster, the container was put aside to allow the remaining plaster to completely harden. Later the dried plaster was crushed up to make small rocks etc. Once the basic shell was formed, Laurie was left to do the rest of the plaster work.

Some thicker batches of plaster were made up with slightly different colours and shades. These were added to areas where rock was to be carved or retaining walls were to be carved. The plaster was left for a week to harden completely before it was carved.

When the shell was completely hard, we removed the tape from the trackbed and we laid the ballast. We used Woodland Scenic ballast which was held in place with the normal 50/50 mix of water and Aquadhere. Once the ballast had set, the rails were given a very light spray of Floquil rail brown paint. The slight overspray gave the effect of rust powder on the ties.

Layout Structures

The stone arch bridge was made around a styrene former with plywood sides. A coating of 3mm (⅛") thick plaster was added to this former and allowed to harden for a few days. In the meantime the rest of the trestle under the wye was constructed. The material was assorted stripwood stuck with Network Superglue. The long span on the other side of the layout was built on the bench and then fitted in place. Trevor set about building the two smaller bridges across the creek. These were built up under the track. The tunnel portals were also built in place using stripwood. Trevor was also responsible for all the pine trees on the layout. They were made from carved wood trunks which were drilled to take the branches formed from small twigs from the garden. The twigs were glued into the holes with good old Aquadhere. The foliage was made from Woodland Scenics ground foam stuck to the branches with Superglue.

Let the Waters Flow

The river bed and the edge of the lake were painted with dark blues and greens with a little bit of brown; small rocks were also scattered along what was to be the water's edge. The water flows from an underground spring near the town at the top of the valley. From here, it flows over a waterfall, along the floor of the canyon and into Trout Lake. The layout was tipped up so that the town end was about 150mm (6") higher than the lake end. The two part resin mix was prepared (the type used on surfboards) and was poured into the river bed near the town. It was allowed to flow down the river, over the waterfall and along to the lake. When Laurie was satisfied with the effect, the layout was lowered back to its level state and the resin was allowed to harden.

The Buildings

We needed some small but highly detailed buildings to fit on the layout. We looked around at many of the kits offered by the hobby shops but we weren't happy with them until we came across the Woodland Scenic range of white metal kits. These opened up a new world of satisfaction for us. The kits were made of white metal castings, with most of the detail being cast onto the main assembly. It didn't take us long to remove a few bits of flash before assembling with Network Superglue. When each assembly was completed, it was sprayed with a Floquil light grey paint as an undercoat and left to dry for at least 48 hours.

Woodland Scenics also make a pack of 12 colours of water based paints suitable for detailing the kits; we used these to good advantage on all the buildings and rolling stock. These paints were mixed to increase the range of colours and thinned down and used as washes. Each building took about an hour to build but about six hours to paint. The time taken on the painting of the detail has been well worth the effort. The barber's shop has a fully detailed interior, as does the machine shop. The rest have still to be detailed but this takes time ... if you push yourself too much it takes the fun and enjoyment out and you hobby becomes a chore.

The mine building that nestles in the side of the canyon at the end of a short spur is scratchbuilt from scribed lumber and stripwood. It was part of an N scale diorama built for the annual modelling competition at Sydney N Scale MRC. The windows and doors were replaced with HO scale parts and the structure was glued in place on the layout.

On its first few public outings there was a model of the Forks Creek station that was scratchbuilt but this is now being saved for another layout. The station used to stand at the end of the branchline on the top level.

The wharf was another of Laurie's scratchbuilt items. The water was 'drilled' to take the vertical pilings and the complete unit was built up in place. Some lengths of Code 40 rail were glued to the decking as a final touch.

The Little Things

There is a very good range of detail parts available from Woodland Scenics, many of these parts being used all over the layout. Such things as dustbins, old car engines, old car chassis and other industrial junk were used to good effect. Barrels and luggage were also used around the town and both station areas. The Preiser and AHM range of figures are used to populate the layout and are used to man the loco cabs. The road vehicles are a combination of Woodland Scenics, Dyna Models and Jordan Kits. They all seem to fit into the period quite well. Some Scale Structures kits are being built and will appear later. Some non-working switchstands were purchased and with a little alteration were made to operate in a satisfactory manner. A few short lengths of fencing of different styles were made up and placed at what appeared to be appropriate places around the layout.

What Makes it Tick?

The layout was split into three electrical sections for ease of control. The bottom loop is one section and is completely independent of the rest of the layout. ALL the controls for the bottom are on one small hand-held unit which also carries the transistor throttle. The unit is connected to the layout by a two metre cord and multi-pin plug. All the turnouts are operated by ex-PMG relays, the contacts of

which control the live frog and any other interlocking or control functions such as signals. The lower fiddle yard has three through tracks and is controlled by a single switch, a double pole and double throw mini toggle with a centre off (the same as the reversing switch on a throttle). Both ends of the yard operate at the same time which makes it a little easier. All the other turnouts on the bottom level are operated by a simple on/off switch.

The top level works in almost the same manner as the bottom level. The difference is in the operation of the turnout to the top branchline. When the turnout is thrown, the loop controller has control of the branchline as well as the loop. When the turnout is for the mainline, the branch runs from its own controller. The wye is also operated by a single switch, all reversing being done automatically by the turnout relays.

The main power supply delivers 55 volts DC for the turnout relays and 16 volts AC to the train controllers. The biggest challenge for Gerry was the operation of the AMRI semaphore signals. The arms had to move up and down gently without burning out the operating coils and also show lights that did not light up Luna Park. The solution turned out to be quite simple. The 16 volts AC was fed to a rectifier and then into a simple one transistor voltage control circuit. This voltage was fed into two small capacitors which could discharge through the signal coil as a relay was thrown. The voltage was adjusted until the arm moved smoothly. An identical voltage control circuit was used to supply the lamps on the signals as well as the lights in the buildings. The voltage was adjusted until the lamps glowed with the right intensity.

The turnout on the trestle posed a small problem as well. The turnout relay could not be mounted any closer than 200mm (8") away from the throwbar. A system of cranks and rods was used to reach the throwbar and has been the cause of many surprised looks from spectators!

The Loco Roster

The majority of the locos are brass kits from Japan. The Miniland locos are from Joe Works and are charicatures of Rio Grande and Colorado locos, while the Sandy River locos are from Sango Works. These kits are not for the beginner, but you don't have to be a scratchbuilder either. The motors supplied with the Joe Works locos are as useful as three dead frogs (sorry Kermit). They have all been replaced with Tenshodo Spud Motors. The Sango locos are supplied with can motors and are a pleasure to operate. There are two other locos which are based on the usual Minitrix switcher chassis. The 'big' attractions are the three Shay locos, the rotating shaft never failing to cause a few puzzled looks from the people who have never seen a Shay.

The Rolling Stock

The rolling stock roster is made up of brass kits, wood craftsman kits and numerous scratchbuilt items. The brass units tend to be a little heavy and have to be placed at the head of a train for reliable running. All rolling stock is fitted with Kadee N Scale couplers for reliable coupling and uncoupling.

In Conclusion

The building and running of Miniland has given us pleasure and satisfaction and spurred us on to (hopefully) bigger and better things. We have another HOn30" layout and a HOn3 switching layout under construction. We have used a number of different techniques in the building of Miniland and hope to use the best of these on the new layouts.

If you see us at an exhibition don't be afraid to ask questions. REMEMBER ... MODEL RAILROADING IS FUN!!! ▪

And Now For Something Completely Different . . .

"Hey Fred, this 'ere mag reckons that the GY is real popular with them modellers. Had a stick it together kit of plastic bits around for a while and now some outfit's made a complete one yer kid can buy at the toy shop. Don't look too bad either, tho its got two brake levers. Gawd, they'll copy anything."

"Anythin' eh? We'll see about that. Get one of them round axle boxes off 523 and we'll bolt it under 3547. That should make 'em look twice."

Whilst wandering around Victoria in March 1983 I saw these two GYs at Ballarat in what looked like a classic 'robbing Peter to pay Paul' situation but later found another three similar wagons. Now, when you start to make your typical string of GYs you can mix not only the wheels but also the axle boxes. I have fitted a set of round lid boxes from the cast metal kit by The Wagon Coy. onto the Broad Gauge Models kit without much trouble.

Shouldn't be too much trouble to completely swap axleboxes like the prototype. Another way would be to make a circular lid and carefully replace the rectangular lid.

Phil Curnow

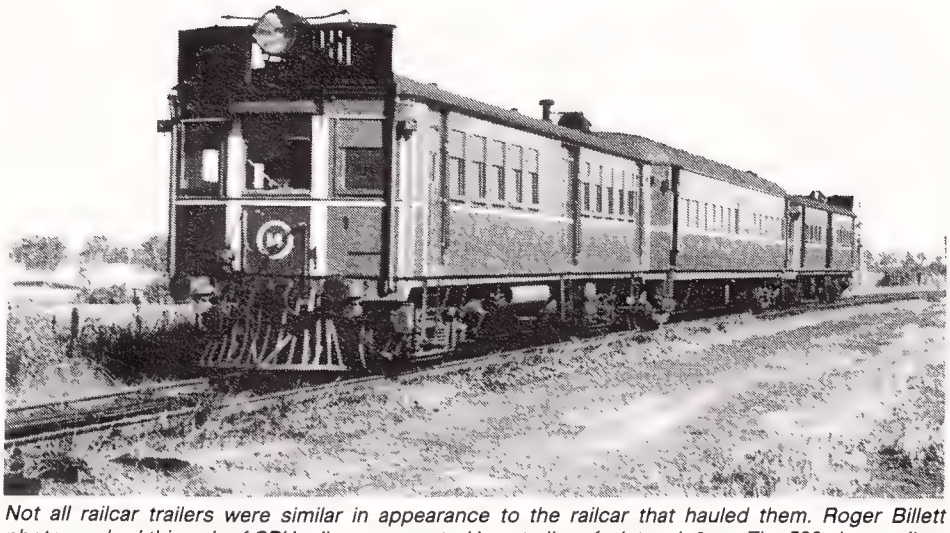
RAILCARS – Part B

by Phil Curnow

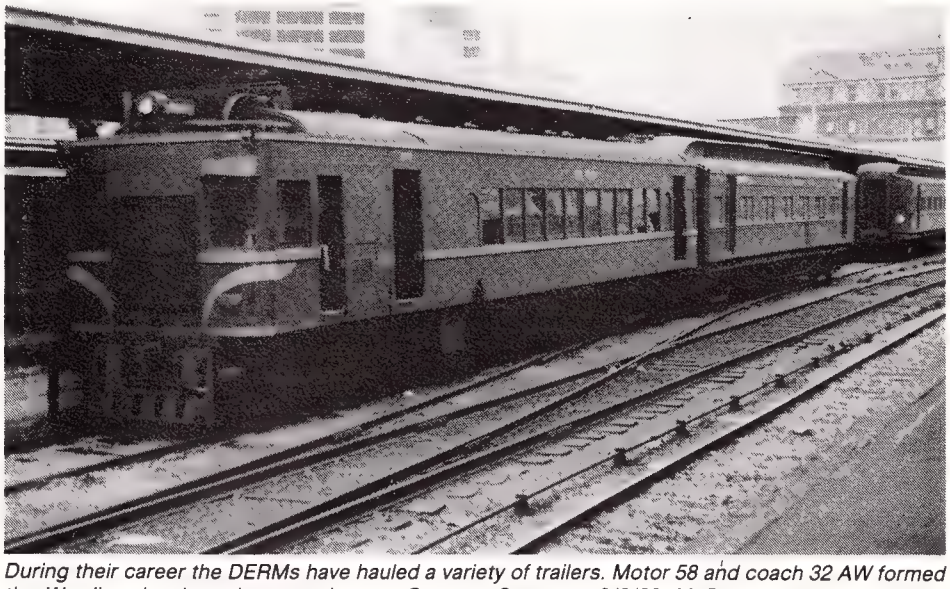
Continued from AMRM – June 1984.

(g) I have read that during the 1940s the Clare line passenger service worked through from Adelaide with the Brill being attached dead to the loco-hauled Terowie passenger until it was detached at Riverton. It was then fired into life to work the branch. Trying to use your railcar as a trailer and then as a motor may be difficult so perhaps you could haul a trailer from town and add it to the power car at the junction. This is recommended for some railcars such as the Blue Birds which have a type of brake system that is not compatible with that of a locomotive.
(h) In contrast, the CR's Budd cars were compatible so when one broke down and no coaches were available for a passenger train the diesel would haul the railcar which had only its air-conditioning in power.
(i) Unlike the broad gauge Brills, the n.g. cars were not fitted for multiple working. At times when extra capacity was required, two cars would run with two drivers, one being reversed. I saw two cars with a brakevan spliced between them on the Terowie-Peterborough run in 1969.
(j) The VR has many interesting railcar runs but one that is quite adaptable was the Serviceton connection with the Melbourne day train. When I rode the small Walkers railcar in 1978 from Serviceton it was first to arrive at Horsham's single platform. After the parcels were unloaded the Walkers railcar reversed clear of a crossover and waited. Soon an X class rolled in with the passenger cars from Melbourne, halted, cut off the cars, ran around to reverse the baggage, then made up the return train. When the shunting was completed the railcar came back into the platform, stopping a few feet behind the baggage. After an interchange of passengers and baggage the X departed, then a few minutes later the Walkers began its return run to the SA border. Unfortunately the Walkers was replaced by a bus but the passenger train continued and formed part of the Christmas 1982 Daylight Overland trial service. The railcar routine was part of Bill Coles' schedule on his North Western Railway where the passenger train and a railcar departed opposite ends of the mainline and had a scheduled interchange where they crossed. Another trick was a pair of railcars that went into a hidden siding. About twenty minutes later a pair of railcars came out of the hidden siding to represent a cross at the next station down the line and 'off layout'. Only the identical numbers to the set that went into the sidings would give the game away and you would have to really look closely to pick them up.
(k) The photo of a DERM attached to the rear of a passenger train resulted from a request to members of the Australian Railway Exploration Association for assistance. Bill Kingsley sent a photo of DERM 62RM attached to the rear of a train hauled by T396 from Traralgon to Sale where the railmotor was detached to run a local tour. Neil Ingram's photo collection included one which followed a railmotor failure. RM64 developed engine problems and was failed at Leongatha. Diesel loco B79 was taken from the 1345 Foster-Korrumburra goods and used instead to haul RM64 as the 1615 Leongatha-Melbourne passenger on 9/4/81. Roderick Smith wrote that DERMs hauled a

Continued on page 24



Not all railcar trailers were similar in appearance to the railcar that hauled them. Roger Billett photographed this pair of CPH railcars separated by a trailer of a later vintage. The 500 class trailers were built to run with the 400 class railcars on the isolated country branchlines.



During their career the DERMs have hauled a variety of trailers. Motor 58 and coach 32 AW formed the Werribee local service seen here at Spencer Street on 8/3/83. McBees' railcar and BGM's proposed coach will soon allow modellers to duplicate this train.

In 1983 the 1235 Saturday train from Spencer Street to Seymour was often worked by a loco-hauled passenger train with a DERM attached at the rear. Roderick Smith rode the train on April 30 and photographed T385-38BW-1BE-25AE-18CE-56RM beside the Seymour platform. They returned as two separate trains later in the weekend.

At last, one small section of Barhons Gorge starts to come together. Rock moulded plaster work for the cliffs, poured plaster stone arch bridge, ballast and trees from the garden, fish cannery from leftovers of 1.2mm ply, lift structure to the water from Code 80 rail and brass rod and scraps from an organdy dress. A very economic scene to build.

ONE MAN'S WAY

Scenics Part 3 — Bulk Scenery

or

Mud Pies — Play School Revisited

by John Burgoyne © 1984

With the track completed as the first item of scenery, we took time off to make utterly sure that it worked according to plan. Once the bulk scenery is installed, it is too late to make afterthought revisions without destroying the work of months.

In our case, it was just as well we did thoroughly test in heavy working sessions all the operating variations because we found it necessary to install a by-pass track in order to free up the pedlar, way or local freight working of not one, but three major yards. That by-pass track crossed the entire peninsula section plus the length of two walls to a total of fifty feet.

Imagine if we'd had to rip up that amount of finished bulk scenery, let alone detailed scenery, to install that amount of track, the need for which did not show itself until we were into full operation.

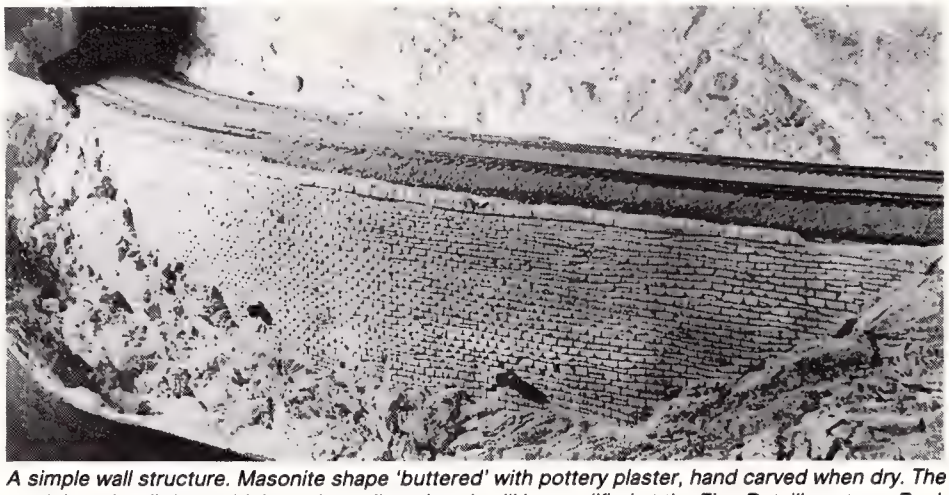
So, our One Man's Rule No.1 is to get all our track installed, fine tuned and exhaustively tested in the heaviest possible operating density, to have all our blocks finalised — it's no fun trying to cut new gaps inside mountains or ravines — before we begin creating our rockwork. And, make no mistake, the right plasters for our job do turn into rock.

Cost

Because this is the most commonly asked question in just about all facets of the hobby, and because we tend not to agree with the most commonly published opinion that this is the cheapest part of the hobby, we thought we ought to deal with this first.

In our view, it is of not much use having beautiful locomotives, superb cars, exquisite structures and graceful track if the whole is not framed to an equal standard.

In a layout the size of the PP&BC — medium to large equating a double garage with a small extension — the cost without structures and purely for the raw materials has been about that of an average good quality brass locomotive. Because this expenditure is spread over some time, it is not as painful as the one-shot payout for a locomotive, and it did fall comfortably within our limited hobby budget over a two year period.



A simple wall structure. Masonite shape 'buttered' with pottery plaster, hand carved when dry. The track here is a little too high, or the wall too low. It will be modified at the Fine Detailing stage. Rock carvings go down to make the bed of the pond yet to be poured.

To date we have used five litres of liquid latex at around $20, six bags of cornice adhesive and six bags of pottery plaster to a total cost of $150 and four rolls of ½" chicken wire to a total cost of $45 plus about $150 of Woodlands Scenics materials and a further $20 in Indian Ink and Artists tube Acrylic pigments and a further $30 spent on white glue and acrylic Matte Medium. And, oh yes, there was another $50 worth of Faller lichen. Approximate Total = $465 or $4.50 per week.

Less rugged terrain with fewer dioramas would be considerably cheaper. The real point here is that the expenditure is spread in small, affordable amounts over a protracted period.

From the three previous PP&BCs we learned that, for us, there is an ordered progression that saved us a great deal of time. To follow this progression through its chronological development:

1. Latex Moulds

Yes, we know this is usually regarded as being further down the timetable in scenery building, but so much of the early construction work depends on the availability of the rock structures of our choice, especially in the shaping of the scenic foundations, that we had to be assured of them before we began.

Plaster application techniques vary considerably with personal preferences, areas to be covered and the like. The PP&BC has needed to use most of them because it works from the miniscule of a wall or a bridge abutment up to the area of the Trinity Ranges of about 18' on two sides, 12' on the third side and 9' on the fourth side, all of it presenting as one single mass of mountains broken by valleys and towns.

With such an area to be covered, often to an elevation only 1' from the ceiling, and with innumerable bluffs, tunnels, deep cuttings and headlands, it was apparent that, even had we wished to hand carve the rockwork, such an amount of carving in any detail would have been beyond our time availabilities or interest.

As a result, we turned to latex moulds.

The making of the moulds preceded all other scenic work and it was extremely simple.

As has happened again and again in our search for information and materials from almost all sources, our enquiries were met with great courtesy and interest from the latex supplier. Even though we told Revertex Industries — they're in the phone book — that we would want only a smallish quantity, they treated us as though we had a million dollar order in our pocket.

Revertex supplied us with a 4kg can of their product, REVULTEX, and from it we have taken some 20 moulds ranging from a few square inches up to 4' x 1'6", and we still have ⅓ of a can for future work.

Nature reproduces itself in micro as well as in macro, so there was no real need to work with the fakings of coal lumps and the like for sandstone rockwork. After a long search, we found exactly what we wanted in a cutting made for a footpath. 400 yards long and about 15' high, it gave us an infinite variety of planes, surfaces and textures of stratified sandstone and shale, all of which could be reproduced perfectly on the layout.

All we did, then, was to brush four or five coats of the white liquid latex onto our rock faces, waiting for each to cure to reasonable clarity before applying the next coat. We used no separating materials, did not even damp down the surface, simply brushed it cleanish, and slapped on the latex, using an old brush.

Very few people have the time to sit around waiting for each coat to cure completely — probably an hour between coats. By a stroke of luck, we were able to shorten the time to approximately one hour for all five coats of the initial dozen moulds. We started work on a rockface that had been warmed by the sun and, by the time we had put a coat on the last of the batch of moulds, the first was ready for its next coat. There were still pockets of the milky compound, but the surfaces had become strong enough to take the next coat.

With five coats of each mould in an hour, we left them for the rest of the day and stripped them off at dusk without the slightest difficulty.

They came away with some entrapped dirt. When we got home, we scrubbed them with a hard brush — they are very tough — and then, by accident, discovered a great cleaning technique that makes other methods obsolete.

Using the Pottery Plaster (see below), we made a mix and filled each of the moulds, allowed it to set, then removed the moulds. Almost all the entrapped dirt was now embedded in the plaster, leaving the moulds clean.

We had made the castings mainly to see how they would come out and to have something on which to practice our painting. And that is a most highly to be recommended first step for anyone using our techniques — leaves the major mistakes on the workbench rather than on the finished work on the layout.

Although it pays to brush the liquid latex on the initial coats so that it will get into every crevice and fluting of the rockface, the final thickening for strength can be done off the rockface by laying the mould face down and pouring more latex across the back, then giving it a few days to cure.

In the larger moulds it sometimes is said to pay to put a few rag strips across the backs and seal with more latex. We are not convinced that, in practice, it has much value. The cured REVULTEX is very, very tough and half the charm of these moulds lies in their versatility. Any distortion, provided it does not spill the plaster, is a plus rather than a minus as it adds yet another variant to the final form of the casting, with a consequent increase in that versatility.

From that master rockface, we made sure that we had the widest, yet compatible, range of patterns and that these included several that we could use for tunnels and cuttings.

2. Tunnels, Cuttings, Walls & Abutments

We are assuming that the fascia board around the layout edges is already installed before scenery is commenced. Without this edging to which the armature * is necessarily attached, nothing much can be done, unless you want your plaster edges to hang about in thin air. Some people do it, but it is very vulnerable.

Cuttings, walls and the like all prove best to install before the making of the armature. Ideally, all bridges should be installed too.

We used masonite, rough surface out, and other scraps roughly sawn to the profile of the various walls as a base on which future plastering would be done, backed them with scrap timber to which the armature could be readily stapled and left them at that until it was time to 'ice' there with plaster and carving.

But, TUNNELS are another matter.

These are the first plastered scenic items to go into the layout. Because they go under a hill, they need to be constructed before the hill itself is even mocked up in the armature.

We tried several ways of building tunnel interiors, including the crumpled aluminium foil method. In the end, and alas too late for half the tunnels on the PP&BC, we discarded them all in favour of a simple method that works like a charm.

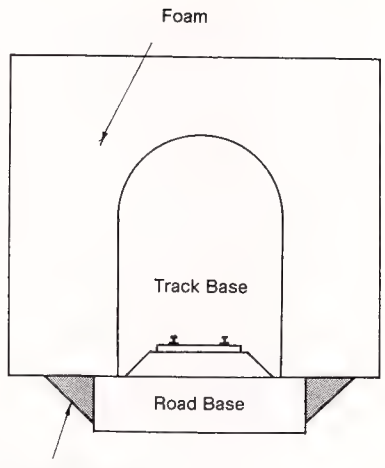
You want efficiency, hire a lazy man. There is no fun in trying to get rock castings up from the inside of an already formed tunnel. None at all. Equally, there is no satisfaction in using a mould of crumpled foil only to find that the first time a lighted locomotive goes through the tunnel it gleams at you all those minute pieces of silvery aluminium that did not come out properly and did not take paint.

The concept of cutting tunnels through blocks of expanded styrene form is not exactly right, either. But, by marrying two techniques, tunnels have become painless and beautiful.

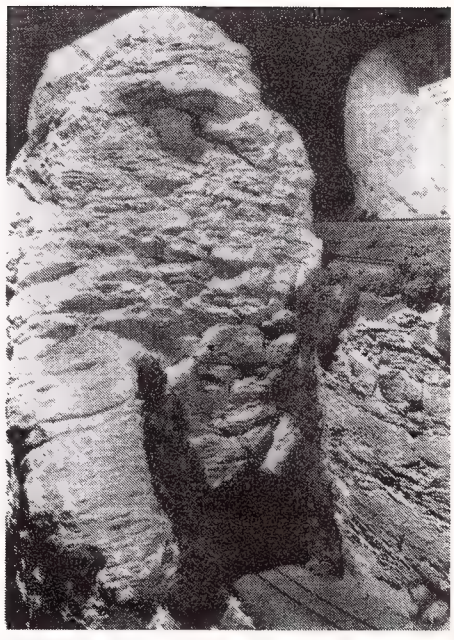
And, they can be made on the workbench with minimum mess.

Using scrap foam, we carved out the tunnel to NMRA clearances, then took out another ½ all round to allow for the build up of plaster. Installed it, fitted it to the track shape, temporarily fastened it with masking tape, then ran everything we owned through it to check clearances. This is especially important if you are using articulated locomotives, most of which, when on a curve, make a mockery of the NMRA gauge clearances with their boiler and running board overhang, and 85 foot cars with their 'midriff' inside overhang.

When we were certain of those clearances, we took the foam tunnel back to the workbench, coated the inside with cornice adhesive, then used the appropriate latex mould to complete the tunnel interior with pottery plaster. Replaced it on the track, checked it out for actual clearances, brought it back to the bench and painted it. Completed

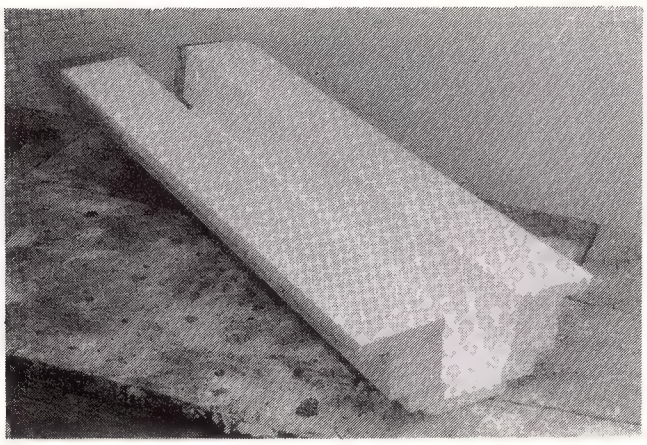


Cornice adhesive seal to tie tunnel to the shoulders of the road base.

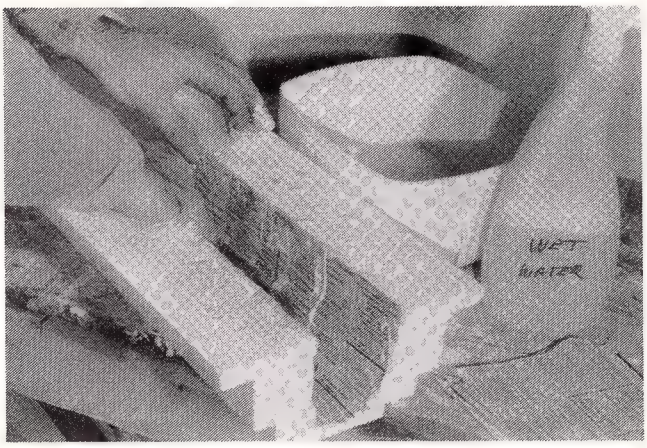


Beharrell Bluff is a Scenic Divider to isolate the Wedding Cake. The tunnel is made first, the Bluff went over later and, because of the nature of the rock, no portal was required.

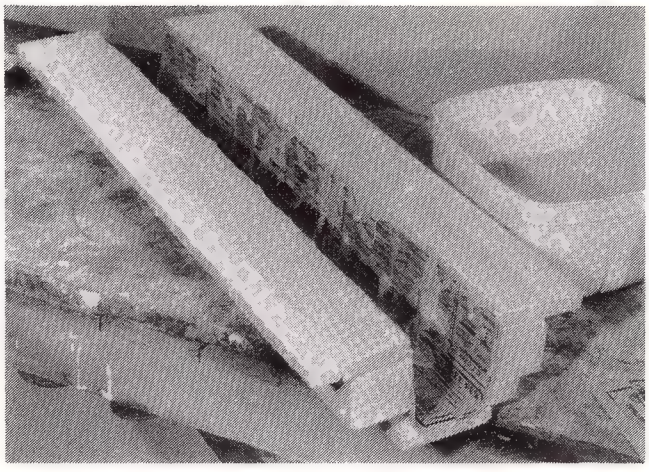
* ARMATURE — The base to which the scenery is directly applied. In this instance it is half inch chicken wire.



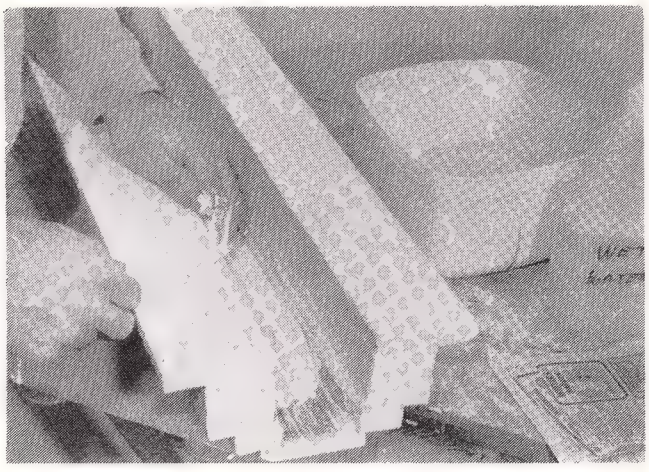
Tunnel former.



Application of plaster soaked telephone paper.



Former completely lined with the plaster soaked paper.



Lining with plaster.

the final installation with cornice adhesive between the bottom edges and the track base.

CAUTION — make sure you can reach derailed items — in long tunnels we complete only as far as the eye can see and leave the rest open but guarded with side pieces of wood so that we can get at the track from below.

The final treatment — tunnel mouths, wings, abutments, walls and the like — belongs to a later stage, but tunnel interiors always go in as the very first element of plastering.

3. Preparation

By the time we got this far, all the Poverty Pointers were beginning to froth at the mouth in blissful anticipation. The regression to mud pies and play school had them flying into the preparation which had two major components:

(a) Drop Sheets. Plaster is insidious stuff, so we prepared the floor by taping down drop sheets of the plastic material used to cover palletised loads. It is always junked by the recipient after use and they'll gladly give it to you. We chose it because plaster separates more readily from plastic than from woven materials when cleaning up. We left not a square inch of bare floor, but the plaster still got through in places.

We also put away every item of rolling stock and motive power and anything else that had been lying around the layout and Glad Wrapped what could not be removed, such as bridges.

(b) Masking the Track — which was already ballasted, together with the point motors and linkages, took a little time but it is essential.

We have read a lot about having to clean up after masking tape so that the trains will run. This is another of those published warnings that never came to reality.

We used an unbranded masking tape from a Mitre 10 store — the widest tape we could buy. We covered every part of the layout that could be harmed by both liquid and powdered plaster. It was often down for weeks, yet no cleaning was required after it was lifted, except in those places where we were too impatient to wait for it to dry right out.

Wet masking tape does leave its adhesive behind, though even that comes off easily, once dry, with a track cleaning block. Dry tape of this type lifts straight off and we have never had a residue.

One small tip here — masking tape is expensive, newspaper is cheap. Where larger areas were to be covered, we used the same techniques as commercial spray painters — a strip of the tape at the edge of the work holding several thicknesses of newsprint over the rest of the surface.

4. The Armature

We have tried all the conventional methods of forming a base for the plaster and have come all the way back to the time honoured method of close meshed chicken wire.

Wire armatures are easy to make, especially as the final form of the scenery will be built up from the application of the moulds. Using our contour lines from the planning stages, we built wire armatures to reasonable approximations of those contours.

Dick Smith has a really good line of side cutters that are spring loaded. In helping to avoid hand cramps, that spring loaded feature is worth anything we might have to pay to get it. Our other tool — a staple gun.

The rough shape is stapled to the edge of the roadbed at about 6" intervals. This is more than adequate as the cornice adhesive will fill the gaps and seems to adhere — after all, it is an adhesive — to the edges of the roadbed, making it very secure.

This section of the work was all cutting, bending, building up and drawing blood from sharp wire ends.

If a finer material such as fly screening is used, supports from beneath will almost certainly be needed but, using our cornice adhesive/pottery plaster combination, they need only be temporary. Apart from two structural stanchions, there is not a single prop to any part of the Trinity Ranges. They are entirely connected only to roadbed. Yet, it is possible to stand on them.

We firmly believe that for large shapes, the armature must be of metal, unless Hydrocal is used (see below). Fibreglass has always proved a disaster for us.

IMPORTANT — As this metal material is fastened, it pays to make sure that it touches the track or feeders nowhere. We once had such a short that converted the screening into the largest radiator element in the house and didn't even warm the room, but it surely stopped all the trains from running.

5. At Last, the Plaster

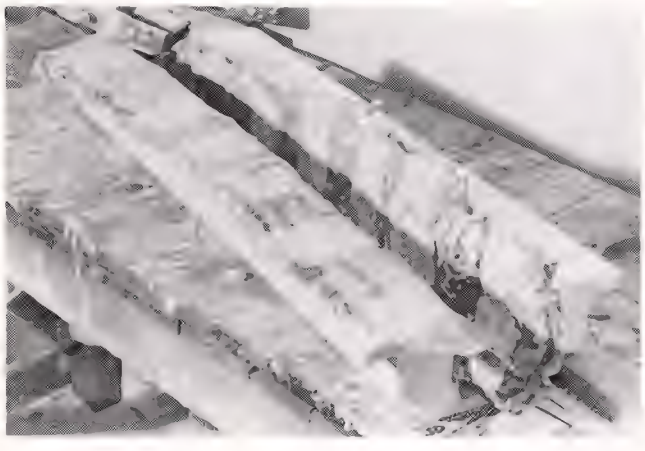
In the choice of scenic materials the lessons of the past had taught us a few simple

A thin lining of plaster has been applied to the inside of the tunnel

The mould held inside a frame awaiting plaster.

The plaster being poured into the mould

The plaster being spread over the surface of the mould



The mould being pressed onto the tunnel surface.

Mould removed. The texture of the tunnel lining is evident.

specifications:

(a) It had to be as tough and durable as possible.
(b) It had to present a surface that would give the maximum realism to our sandstone and shale rockwork on the bald mountains.
(c) It had to leave the maximum amount of free space beneath the layout.
(d) It had to be fireproof — shorts do occur where least expected.
(e) It had to be economical without skimping on the rest of the specification.
(f) The work had to be manageable with the labour force we had.

Papier mache failed on (a), (b) and (d). Concrete was considered because we originally would have preferred to do a John Allen and take the Trinity Ranges right to the floor, but space and structural considerations, such as a wooden floor, together with a partial failure on (b) eliminated it.

Hardshell using Hydrocal was the subject of experiment. It was fine, but the cost factor for the area we had to cover was too great and painting trials showed that, to obtain the effect we sought in the final texture, it would have to be covered with a different surface anyway, and we do not really see Zip Texturing as anything other than a temporary solution. Neither did its originator, Linn Westcott.

We had some cornice adhesive left over from a domestic job of fixing cornices to existing plaster walls and ceilings. Experiments confirmed its suitability as a base, but it had no absorptive capacity for paint and we do not like surface painting. It always shows for what it is. The pigment always stays on the surface. Nature's colours, though, seem to come from within the soil and the rock, not brushed on from outside to clog the fine texture of our sandstone castings with pigment. Texture is more important to illusion

than colour.

After thirty years in the hobby, it at last occurred to us to contact the professionals. Learn fast, don't we?

We took our problem to the Australian Gypsum Company who, like the Revertex people, knew we only wanted a few bags but bent over backwards to give us all the advice and instruction we needed, just as though we were offering them a 10,000 bag order.

The result is this combination of chicken wire, cornice adhesive and pottery plaster for the castings.

Thank God we went to the professionals rather than the experts, for not only did we come away with the plasters that have proved perfect for our needs, we also learned the timeless techniques that everyone so takes for granted that they never discuss them.

For instance, when was the last time you read about the technique for so simple a thing as mixing the plaster?

In all our years in the hobby, we have yet to see more than one article on the correct way to make the mix. That was an article in a Model Railroader of the John Page era. Even the instruction given in Bill McClanahan's book on scenery — at least in the early edition that we own — has it back to front. Frary and Olsen have recently made partial amends, but only in passing.

In a real life chicken-and-egg situation, do you really know which comes first — the plaster or the water? Do you really know how to mix them? How many times have you heard of thin and thick mixes, as though there is some alteration of major importance in the final product — a misbegotten belief that totally ignores the reality that plaster and water combine in a chemical reaction, not a mud pie mix, in which the amount of water in the combination is determined by the molecular structure of the new end product, and not by how thick or thin you make it?

These are the things we learned from those marvellously helpful Australian Gypsum people in answer to our questions:

(i) There is a correct proportion of plaster and water to complete the chemical reaction between them without too little or too much of either ingredient.

(ii) In general terms, a thin mix will give a slightly weaker product with more absorptive capacity. A thick mix will be slightly stronger but with diminished absorptive capacity — but the setting times will not vary.

(iii) As a retarder — to slow the setting times — about 10 drops of lemon juice to ½ litre will work well, or a saturated solution of cream of tarter, 1 oz to the pint (note how gaily we mix metrics with Imperial) will also do a good job. In practice, we have found no need for retarders. Our moulds have eliminated the need for rock carving. For stone and brick walls, we now prefer to carve after the plaster is properly dried out. We get crisper lines that way.

(iv) The correct proportions of the plasters we were using are 65ml water to 100 grams plaster. A milk bottle is 600ml but the Chief Catering Officer's kitchen scales are calibrated in Imperial measure. Two seconds of conversion and we arrived at a mix of one milk bottle of clean water to 2 lbs of plaster or 923 grams (say 920 grams) of plaster to one milk bottle of water. It's that simple.

(v) The mixing technique is vital. Everything must be CLEAN. Cleanly mixed with clean utensils, the cornice adhesive has a setting time of about 30 minutes. With any traces of former mixes still in our ice cream buckets, with plaster encrusted hands from former applications, with a mixing stick on which there is any build up, it will go off in as little as ten minutes.

Using everything clean, these are the steps:

(a) A clean mixing bowl. Ice cream buckets are ideal.

(b) Measure the water into the bowl.

(c) Weigh out the plaster. 2 lbs to the milk bottle of water.

(d) Sift the plaster slowly into the water. The CCO has also lost her kitchen sifter. It can be done with finger and thumb, but this is too slow with a 2 lb batch.

(e) Watch it as you do it. Make sure the sifted plaster is taking up water as it falls into the bowl. Avoid going so fast that the powder turns into a raft on the surface of the water.

(f) Stir? No! If you have sifted properly, each grain will already have become wet with enough water to complete the chemical reaction.

(g) Allow it to soak for 2 — 3 minutes so that the whole mass is consistently wet.

(h) Now you can stir. But take care. A light stirring will give the mix a setting time of approximately fifteen minutes for the pottery plaster. Hard stirring reduces the setting time noticeably. It's your choice.

(i) Clean up properly after each mix.

Of course we already knew that. The hell we did. Yet, plaster techniques are as fundamental to model railways as track and rollingstock.

Using these techniques has proved faster, cleaner and more satisfying. No more smoothing out of lumps, no more uncertain setting times, much finer mixes for perfect penetration of the latex moulds.

All that now remains is to apply the stuff. And colour it. And light it. And detail it. And ...

Next time. ▪

Photographs by Bob Gallagher and Graham Ball.

MAILBAG

Sir,

Some people have remarked on the poor running qualities of BGM GY U vans and the latest release, the T van. Graphite or teflon certainly helps, but I have carried out a small modification which has improved running to where I can't leave any of these wagons standing on any sort of a grade or, when loose shunted, they will roll to the end of the track.

The answer is 'Camco' brass bearing with a little graphite for lubrication.

As supplied, the sideframes have a pre-cast axle bearing of about 2mm depth, cone shaped to accept North Yard 10.5mm wheelsets. This, when assembled and lubricated, rolls like a brick or very near to it. However this doesn't have to be — about 10 minutes will fix this, no worries.

Take drills nos. 46 and 76. Drill out, or rather open out, the hole in the sideframe to a depth of about 3mm (take care as you're very close to the maximum depth that you can go and also very close to the side of the axle box — some holes are slightly off centre). Drill on an angle from the front bottom of the axle box a hole no.76 to meet the axle bearing. (This is to allow air and excess cyanoacrylate glue to escape as you push the brass bearings into the hole in the side frame. This also allows you to push the bearing out again should you need to for any reason.) Try a dry run first.

Now on the inside face of the sideframe glue a strip of 10 thou. styrene sheet. This is to give a little more play in the bearing; it is not needed if you use Lima length axles.

Finish assembly in the usual fashion.

Hope this helps someone to have better running models.

R.K. Richardson,
Frankston, 3199.

Sir,

I should like to add to the letter from N.Cramm in the June issue on the subject of Push Ups.

Prior to the duplication and re-routing of that section of the NSW Illawarra Line between Waterfall and Coalcliff, completed in 1920, the Otford tunnel was a nightmare for locomotive crew and passengers alike. It was single track on a 1:40 grade against Up trains and had a 10 chain curve at the lower end. It was a little under one mile long (5085') and proved a severe hindrance to traffic, as double-heading and push ups in the UP direction were prohibited when southerly weather prevailed and strong winds from the south blew in from the sea. Many trains, therefore, had to be divided and taken through in two or more divisions with one engine only. Several palliative measures were adopted in an attempt to abate the asphixiating smoke problem, such as enlarging the original ventilating shaft to a diameter of 7' and installing a large power driven exhaust fan at the Sydney end. Both attempts had little effect and enginemen were limited to two trips in the Up direction daily.

I remember travelling up from Wollongong on a public holiday in the winter of 1919. The compartment in the 'box' car had every seat occupied and several passengers were standing. The push up on that occasion was an I class (later 26 class) 2-6-2 saddle tank loco. The stuffy atmosphere in the compartment on emerging from the tunnel can be easily imagined. The six windows were immediately opened by the gasping passengers.

Len Clark,
Thornleigh, 2120.

Sir,

Where, oh where, can I buy a right hand drive model transit bus for my HO (Australian rollingstock) layout?

I have been to just about every hobby shop in and around Sydney; I have visited at least three country locations and, apart from a few British double deckers (mainly London Transport), there is not one right hand drive bus available. This is frustrating, as omnibuses form an integral part of any layout, but one would think that with Australian rollingstock so abundantly available, the manufacturers could also give consideration to the manufacture of local buses.

I read somewhere that someone had produced a model of a Leyland National bus in N scale. Fine, but what about HO; are we the forgotten entity? Look anywhere on the model bus counter of any hobby shop and you will only find the popular model buses such as Mercedes, M.A.N. and even Leyland, in left hand drive configuration.

Does any reader have similar problems?

G.H.Manning,
Bundanoon, 2578.

Australian Transport Models produced an HO scale kit of a double decker bus a few years ago, the pilot being on display in Casula Hobbies for some time. An HO scale kit of the AEC Sydney double decker is presently available from Weico Models — see advertisement, AMRM, Issue 125, page 6. Weico also produce a Bedford (circa 1960), a Ansair Flexible Clipper (circa 1960) and have in the planning stages a Garford bus (circa 1920/30). — Editor.

Continued on page 32.

RAILCARS — Part B

Continued from page 19.

variety of regular trains including, at various times, the Balranald goods, one or two trailers, converted country carriages and occasionally special carriages *Yarra* or *Goulburn.* Many years ago the Deepdene service was worked by two AEC single-ended railcars with the lead car towing the trailing car in each direction. The 600 class Tullochs were frequently transferred to Ararat on the Horsham loco-hauled passenger so they could resume the Portland service which has been operated by a bus in recent years. ▪

SOME VR WAGONS IN 'N' SCALE

by Tony Scott

The chief challenge in building a loco or piece of rollingstock is to make it look as realistic as possible by getting away from the toy look which is evident in so many commercial models.

In order to help achieve this aim, I would like to point out one or two less tangible aspects of the modeller's craft and also mention some potential problems that are peculiar to N scale.

In an earlier AMRM article on the building of VR locos in N scale I mentioned that, to my way of thinking, a model that is in proportion and is square, in general looks right and is a good model, even if the overall dimensions are not exactly to the prototype plan. I think one is forced into accepting this philosophy in N scale because a number of basic dimensions, such as motor height in a loco and axle spacing and wheel size on a freight bogie, are virtually unalterable and often cause non-prototype changes to be made in overall length, width or height simply to fit them in.

Even so, in a freight or passenger car, there are two dimensions which I believe contribute more than any other to the right 'look' of a model, and distinguish it from the run-of-the-mill commercial variety. These are:-

1. The height of the chassis above rail level.
2. The distance of wheels from the end sills.

The first of these is the most important. If you can get the chassis to sit right down on the bogies at the correct height above the rail you are well on the way to achieving the right look for the wagon, especially if it is a flatcar or any other type with an exposed underframe.

The main problems to be faced in this area are the thinness of the decking on many exposed underframe vehicles (which decking has to include a weight), the potential for a long vehicle to sag in the middle and the grossly oversize flanges on N scale wheels. The first of these is overcome by using a strip of brass a minimum of 0.025" (0.6mm) thick for the weight; the second by ensuring that the metal weight extends past the bogie pivot points so that metal, not styrene, bears the weight of the wagon; and the third by cutting small indentations on the underside of the chassis, where necessary, to clear the wheel flanges. In most cases you will also have to file the bogie bolster down and shorten the bogie pivot pin.

The second important dimension noted above can be difficult to achieve. The object, of course, is to place the bogie pivot socket in the right spot, but this can be frustrated by the size of the draft gear box on Kadee couplers, large wheel flanges, non-prototypical wheel diameter and axle separation on bogies, or the non-central pivot point on some bogies.

The only solution I can offer is to carefully measure all dimensions using, as a starting point, the distance from the end wheel to the end sill. Even so, sometimes this will not look just right because the wide flange tends to make the wheel look closer to the end of the wagon than it really is. To overcome this optical illusion it may be necessary to move the bogie a fraction towards the wagon centre. Bogie location, therefore, is often determined rather subjectively.

Additional realism is also obtained by adding the small finishing touches to each model, viz: decals, grab irons, shunter's steps and brake gear (especially the handbrake). The only trouble with this part of the work, however, is that it usually takes longer than the building of the basic model.

Notes on Selected Models.

Brief notes are given below on the construction of five pieces of bogie rolling-stock. They have been selected to show the variety of basic requirements and methods.

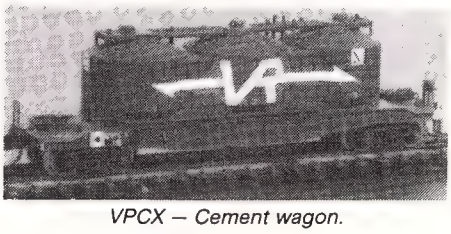
But first some general notes. Kadee couplers are used on all rollingstock. Most bogie vehicles ride on roller bearing bogies (Kadee No. 1030), with the couplers either left attached to the bogie or cut off and glued to the car body. I find no problems with the two types of coupler mounting, even on curves of 10" radius, although I wouldn't recommend body mounted couplers on stock longer than 50'.

Construction is all styrene except for weights which are made from ½" (12.7mm) wide brass strip in 0.016" (0.41mm) and 0.025" (0.64mm) thicknesses.

Cement Wagon (VPCX).

The chassis is an Atlas flat wagon with the ends cut off at the bogie bolsters and sides filed to 14.5mm width. Atlas bogies and weight are used.

The main decking and end platforms are made from 0.010" styrene and couplers are attached to the underside of end platforms. Hoppers are constructed from 19.1mm Plastruct tubing (TB24). Conical tops and bottoms are made from good quality paper glued to the tubing with Araldite and then trimmed and filed down to size. Exposed brake gear is made from all sorts of odds and ends. Pipework underneath the wagon will not be completed until I can get a good look at the prototype.

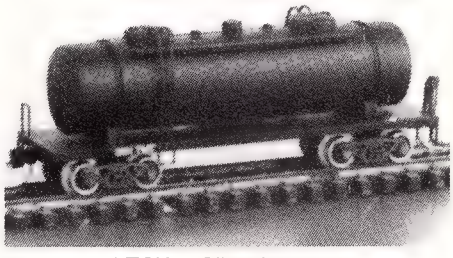


VPCX — Cement wagon.

Tank Wagon (VTOY).

The underframe is fabricated from three laminates — the top one is 0.010" styrene, the middle is 0.016" brass strip the full length of the wagon and the lower one is 0.025" brass which is glued between the bolsters. The bogie pivot sockets are made from styrene and glued to the upper brass strip. Couplers are attached to the underside of the same strip.

The tank is an Atlas single dome chemical tanker with the sides and ends filed completely smooth and the whole shortened by 12.6mm. The two main domes are Plastruct 7.9mm tubing (TB10) let into holes drilled in the top of the tank. (It's easier to make them this way than shaping the base of the domes to fit on top of the tank). Strapping is 8 amp fusewire pulled through pre-drilled holes in the decking and bent at right angles underneath.



VTOY — Oil tank wagon.

Open Wagon (VOBX).

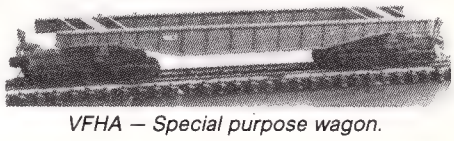
This is a kitbashed Atlas gondola. The sides, ends and underbody are filed smooth except for the top coping, and vertical ribs are added. Doors are made from 0.010" styrene with a lightly scored 'X' on reverse side. A 1 square millimetre block of 0.020" styrene is cemented to the centre of the X on the reverse side and the door is then glued in place using styrene cement very sparingly to avoid crinkling. Bogies are Kadees with attached couplers. As you can see, this wagon is still awaiting recoding from ELX.

VOBX — Open wagon.

120 Ton Special Wagon (VFHA).

Bogie subframes are scrap metal cut to size and enclosed by styrene. The frames are somewhat oversized but this is to enable sufficient weight to be achieved (although it is still a bit light on) and also to match up with the couplers which, having been separated from a pair of roller bearing bogies, are glued to one end of each subframe. Bogies are attached to the subframes using the Kadee king pins, but a scratchbuilt pin with a thin head is used to attach each subframe to the main assembly. Shim brass was used to make the end platforms which hold the brake gear, etc.

The side members of the main assembly are 0.030" styrene with vertical ribs of 0.010" styrene and top and bottom flanges of 0.020".



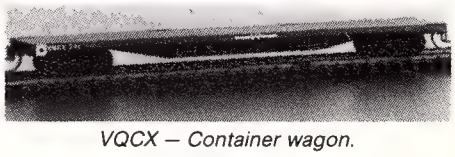
VFHA — Special purpose wagon.

Container Wagon (VQCX).

The weight from an Atlas 40' wagon is cut in half and each piece glued near the end of the 0.020" styrene decking sheet, but leaving enough room to clear the coupler. The gap between the weights is then filled with styrene. (One full length strip of 0.025" brass would probably be better.) Bogie pivot sockets are glued to the weights.

The couplers do present a bit of a problem here. If they are attached to the body there will probably be trouble on tight curves because of the considerable length of the wagon. On the other hand, if the Kadee bogies with integral couplers are used straight from the packet, the coupler will not reach the end of the wagon if the bogie is positioned correctly. The solution is to remove the cover from the coupler, discard the coupler arms and spring, file the base plate smooth and glue on an ordinary Kadee (No. 1023) in the correct position.

The distinctive fishbelly chassis members and container support stowage pockets can then be added. ▪



VQCX — Container wagon.

Photographs by the author.

K190 and K153 depart Rockbank for Ballarat on 4/10/80. Photo by Colin Pike.

THE VICTORIAN RAILWAYS 'K' CLASS LOCOMOTIVE

By Colin Pike

The introduction of Broad Gauge Models' HO model of the Victorian Railways 'K' Class Steam Locomotive has heralded a new era for modellers in Victoria. This is the first broad gauge HO model VR steam locomotive since Model Dockyard produced the R class locomotive in 1967. With interest in Victorian scale modelling at a high level, let us now look at the 'K' class prototype and its illustrious history with the VR.

After World War I the VR found they had a shortage of light lines locomotives. Mr A.E. Smith, Chief Mechanical Engineer, designed a 2-8-0 Consolidation type locomotive to be known as the 'K' class. The first ten 'K' class locomotives were built at Newport Workshops between 1922 and 1923. Originally built, they had shapely flanged funnels and were numbered 100-109. Later they were fitted with a modified front end, losing their flanged funnels for the stove pipe type. Smoke deflectors and electric lighting were also added, changing their appearance considerably. In 1940 this group was renumbered 140-149.

From 1940 — 1946 the VR built another 43 'K' class locomotives also at Newport Workshops and these were numbered 150-192. After modifications, the 140-149 group looked similar to the latter group but did differ with flap-type firebox doors instead of the Ajax power-operated type. They also had lattice-type cowcatchers instead of the later plate type, although some of the 1940-1946 group had this early style of cowcatcher. K166 and K184 are good examples of this.

Some locomotives had a welded tender, whilst others were fitted with the later rivetted style. K184-192 had single side cab windows, whilst K186-192 had Box-Pok driving wheels. K183 also had Box-Pok driving wheels, which it obtained during an overhaul, as the VR had spare wheel sets made to fit either 'N' or 'K' class. These wheels were stronger and more finely balanced than the spoked variety. K175 had three pairs of spoked wheels and one pair of Box-Pok driving wheels and was the pilot at Ballarat North Workshops for several years, until withdrawn on 26/2/73 due to a failed main internal steam pipe. This locomotive is now preserved as a static exhibit at Mildura.

The standard colour for the 'K' class throughout their life was black externally, with a cream coloured cab interior and black backhead. The only exceptions to this were K184 and K153 which, for fan trip use, were painted with red buffer beams and a red line above the driving wheels at footplate level. These two engines were painted this colour at different times in the late 1970s. K190 was the only engine of the class to be painted an entirely different colour. During its overhaul in 1979 it was painted green with red buffer beams. The cab was painted cream with a black backhead. The Box-Pok wheels were painted green initially but were later painted standard black because of the difficulty in keeping grime and grease off them. The tender and cab had dark green painted around the

K153 tops Ingliston Bank and approaches Balan in September 1977. Photo by Colin Pike.

K174 in the Edinburgh Gardens at North Fitzroy on 12/4/81. Photo by Colin Pike.

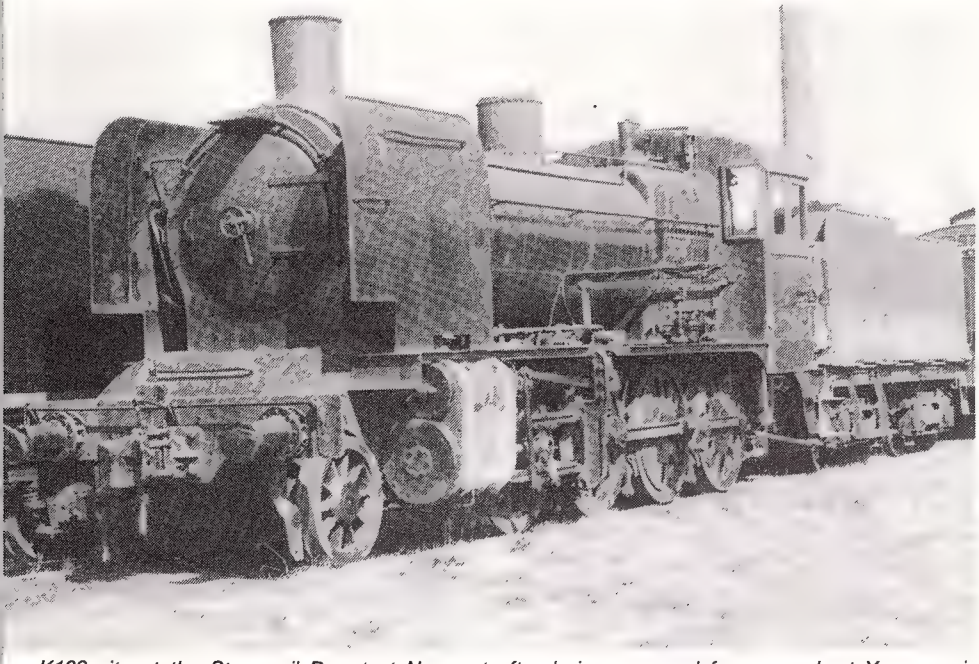
perimeter, picked out with yellow lining.

During the mid-1960s many 'K' class locomotives had major overhauls. This included boiler changes and the following locomotives were reboilered: K152 (February – June 1964), K153 (June 1966), K154 (June 1964 – April 1965), K155 (August 1964 – August 1965), K157 (July 1966), K183 (February 1964 – May 1964), K184 (April 1966) and K190 (November 1964 – October 1965).

Some of the class obtained new boilers, whilst others were fitted with reconditioned units. The reason for this was that as the VR ran out of new boilers for overhauls, they found it necessary to recondition used boilers as they came off engines. An example of this was K183 which, during overhaul, was fitted with a new boiler made in 1958. K153, on the other hand, was fitted with a reconditioned boiler. K153's old boiler was, in turn, reconditioned and then fitted to K190.

During their lifetime the 'K' class locomotives were found to be very reliable and versatile. The last unit in VR service was K162 which was retired as Workshop's pilot at Ballarat North during March 1979, this being the last steam locomotive in service on a Government-owned railway system in Australia. At the present time (October 1982), Steamrail Victoria Ltd have under their control K151 (spare parts loco), K153 (having major overhaul, including retube), K183 (requires a main internal steam pipe and other minor repairs), K184 (retube and possible wheel swap) and K190 (currently in service, painted green; was overhauled including main internal steam pipe during 1979).

The 'K' class have been the backbone of railfan and charter tours in Victoria since the end of 1974, when R707 and R761 were withdrawn from service. As can be seen from the attached chart, of the 53 'K' class locomotives built, 21 have been preserved. This is justifiable proof of their reliability and the sterling service they gave the VR to the end of the steam era in Victoria. ▪

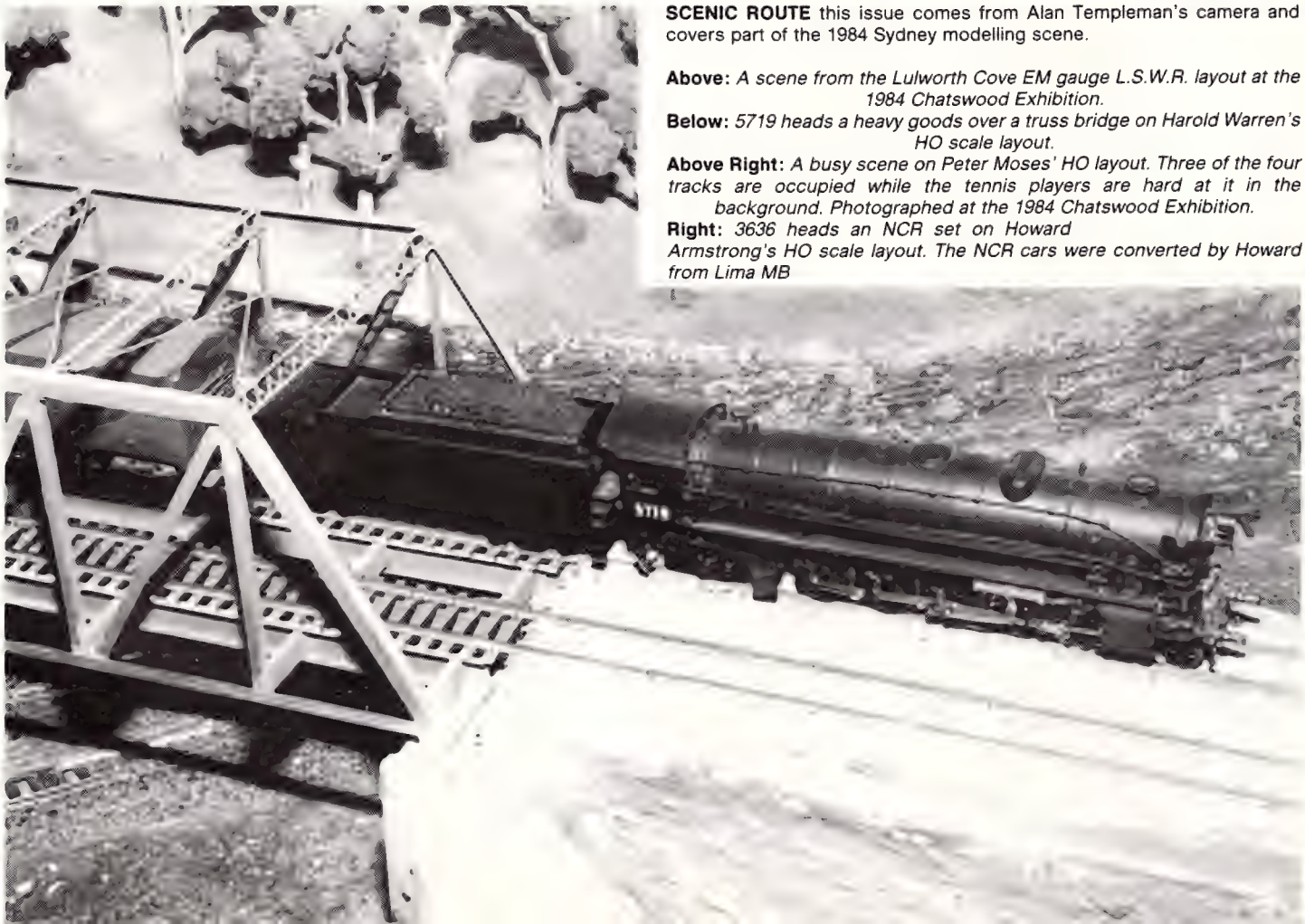


K183 sits at the Steamrail Depot at Newport after being removed from a park at Yarragon in September 1982. Note BoxPok wheels and double windows on side of cab. Photo by Colin Pike.

V.R. 'K' Class – 1983 Locations.

K151 Ex VR stationary boiler now at Steamrail Depot, as spare parts loco.
K153 Currently being overhauled at SteamRail Depot for return to traffic; has K184's tender.
K154 Moe Folk Museum
K157 Sold to Castlemaine and Maldon Preservation Society. Presently located at Ballarat North Workshops
K159 Hamilton
K160 Sold to Castlemaine and Maldon Preservation Society. Presently located at Mayfair Meatworks, North Bendigo
K162 Obtained from the VR by Steamrail, swapped with K183 at Yarragon
K163 Apex Park, Frankston
K165 ARHS Museum, North Williamstown
K167 Wycheproof
K169 Coal Creek Museum, Korrumburra
K174 Edinburgh Gardens, North Fitzroy
K175 Mildura
K176 Deniliquin.
K177 Ararat
K181 Numurkah
K183 Steamrail Depot awaiting restoration
K184 Steamrail Depot awaiting restoration
K190 Allocated to Steamrail, Victoria. Presently in traffic
K191 Wangaratta
K192 Wonthaggi; has K170's number plates attached.

SCENIC ROUTE



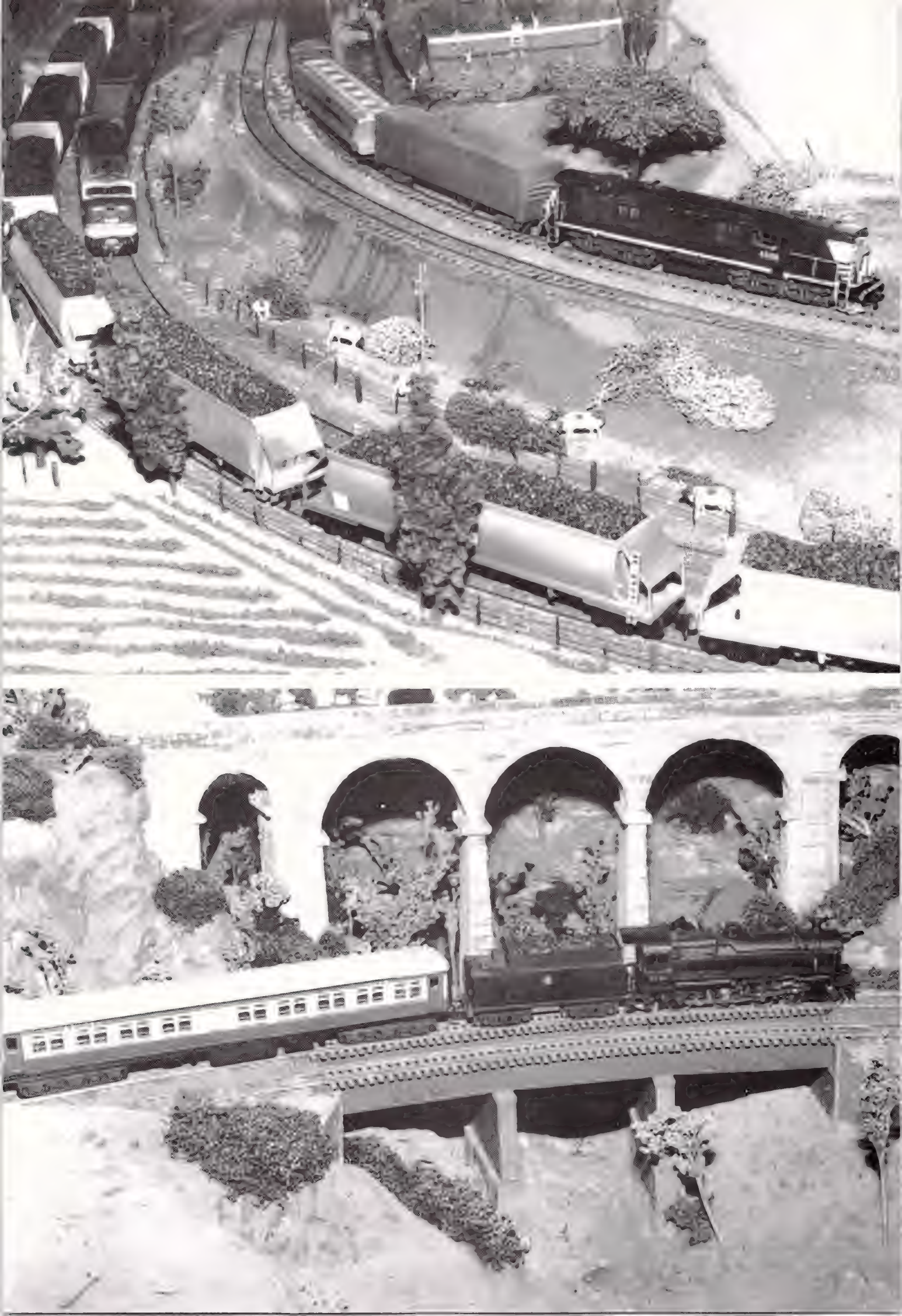
SCENIC ROUTE this issue comes from Alan Templeman's camera and covers part of the 1984 Sydney modelling scene.

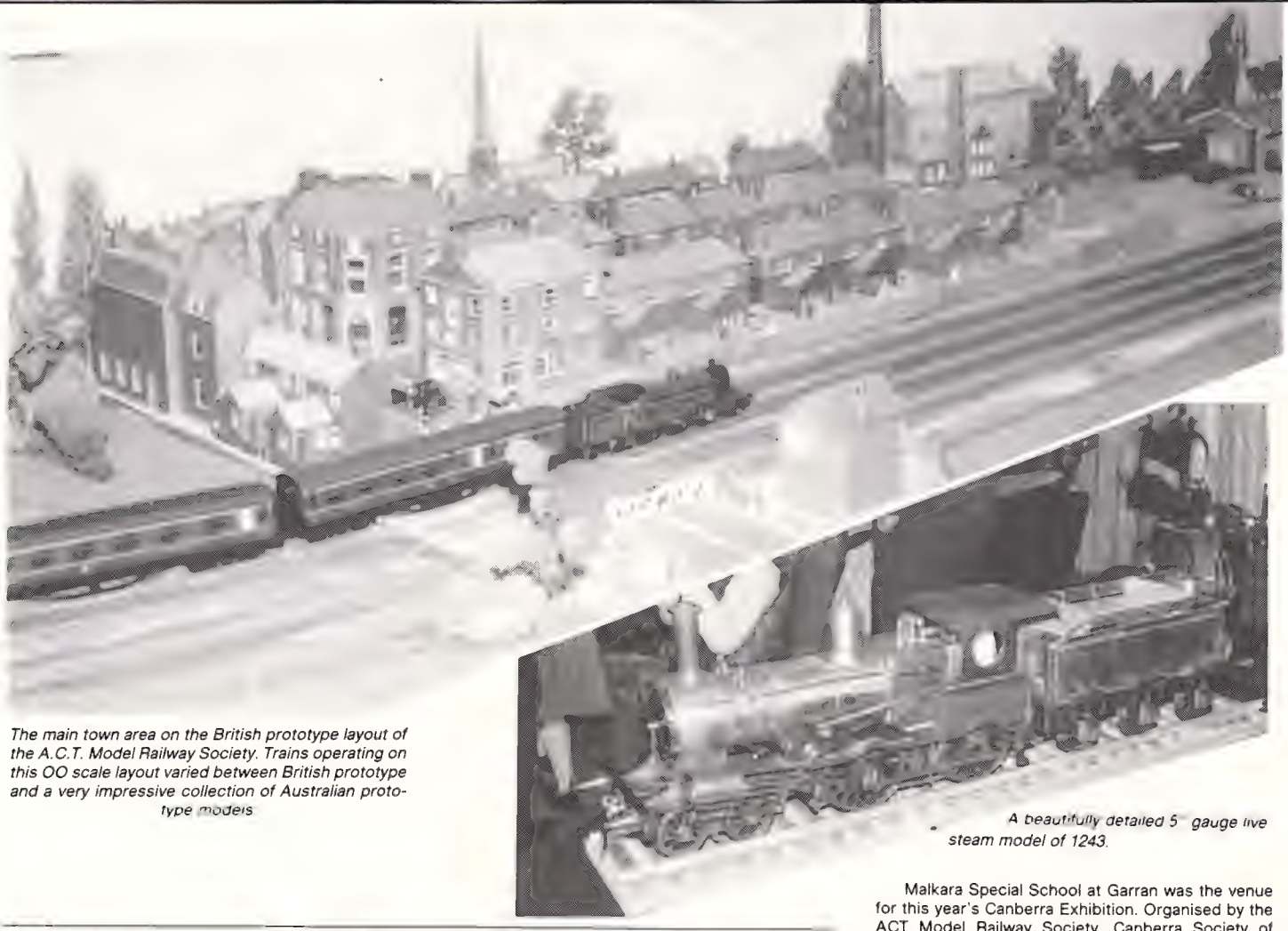
Above: *A scene from the Lulworth Cove EM gauge L.S.W.R. layout at the 1984 Chatswood Exhibition.*

Below: *5719 heads a heavy goods over a truss bridge on Harold Warren's HO scale layout.*

Above Right: *A busy scene on Peter Moses' HO layout. Three of the four tracks are occupied while the tennis players are hard at it in the background. Photographed at the 1984 Chatswood Exhibition.*

Right: *3636 heads an NCR set on Howard Armstrong's HO scale layout. The NCR cars were converted by Howard from Lima MB*





The main town area on the British prototype layout of the A.C.T. Model Railway Society. Trains operating on this OO scale layout varied between British prototype and a very impressive collection of Australian prototype models

A beautifully detailed 5" gauge live steam model of 1243.

EXHIBITION REPORT

CANBERRA – 1984

by Ian Thorpe and Allan Brown

Malkara Special School at Garran was the venue for this year's Canberra Exhibition. Organised by the ACT Model Railway Society, Canberra Society of Model and Experimental Engineers and the school P & C, the exhibition was very well supported. There were high quality Australian, U.S. and British prototype layouts on display as well as scenery demonstrations and clinics. An extensive display of static and operating live steam models was a very popular exhibition.

Also featured were impressive displays of model aircraft, boats and plastic kits.

Modelling certainly is alive and well in Canberra!

The well maintained loco depot on the superb OO scale British prototype layout, featuring the Great Western, of the British Model Railway Modellers Association.

A young blind enthusiast is given a lesson on the intricacies of live steam modelling.

Scenes of the Goulburn Model Railway Club's Argyle layout. A feature of this first time presented layout were the typical Australian buildings and the well detailed and finished N.S.W. rolling stock. More photos of this layout are programmed for a future issue.

OCY 34314 fitted with 2CM bogie at Wauchope 2/76. Bob Gallagher photo.

STATE RAIL AUTHORITY OF NSW '2CM' AND '2CN' BOGIES

by Paul Rogers

This article focusses on the 2CM bogie developed by the former Public Transport Commission of New South Wales in 1973 as a replacement for '3-piece' bogies and used under large quantities of rolling stock from that time onwards. A variant of the design, known as the 2CN type and fitted with smaller diameter wheels, is in more selective use.

The conventional '3-piece' bogie, comprising a pair of sideframe castings and a bolster, originated in the United States of America. Simplicity in design, construction and maintenance made this type of bogie attractive to many railways throughout the world. After the Second World War the NSW Government Railways (NSWGR) employed it to support that system's 'new generation' freight wagons procured under a large scale rehabilitation programme.

Traffic and marketing considerations required the '3-piece' bogie to perform satisfactorily at speeds of up to 100kmh in normal service. By 1966, however, it had been called into question as a result of derailments, damage to goods in transit, a high rate of wear on bogie components and ill effects on both vehicles and track. This was a universal problem, as evidenced by similar experiences overseas.

The '3-piece' freight bogie suffers from operational limitations. Its flexibility in the horizontal plane permits distortion (when viewed from above) from a rectangular form to a diamond shape. This action, known as 'lozenging', increases the angle between wheel flange and rail head (particularly on curves) and thus produces greater wheel and rail wear.

The pliancy of the '3-piece' bogie also allows lateral oscillation of the wheel sets known as 'hunting'. Damage to the wheels and bogie, and sometimes to the loading, can result from such oscillation. The critical speed for hunting is generally above 80kmh but it can be lower, depending on track conditions and the amount of wear exhibited by the bogie itself.

During the 1960s the NSWGR looked at existing '3-piece' bogies to see if their limitations could be overcome by design modifications. Devices such as Encon Bars were fitted to some bogies and use was made of Rockwell, Aligned and Swing Motion types. Discussions with other Australian railway systems occurred during 1968 and in March 1969 the Australian and New Zealand Railway Commissioners Conference asked the NSWGR to produce a bogie which eliminated or reduced the problems associated with the '3-piece' design. In September 1972 that system reported back that modified orthodox bogies attained no significant improvement over standard types. Railways of Australia vehicle/track interaction tests at Dubbo in 1980 appear to confirm this opinion.

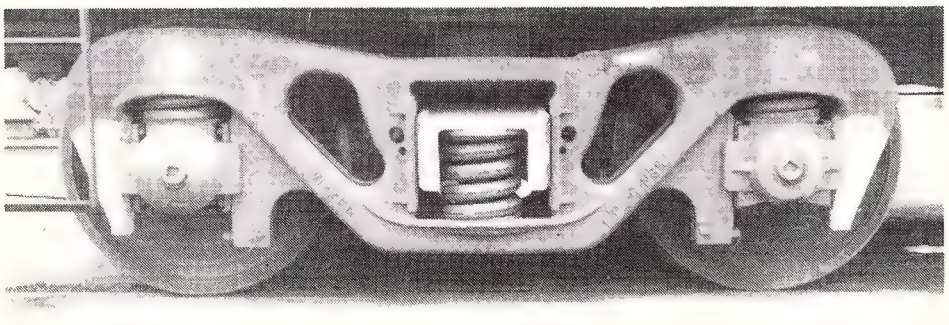
The NSWGR's successor, the Public Transport Commission of New South Wales, developed a new bogie design during 1973. This type, designated 2CM, has since seen widespread use on NSW freight vehicles – and to a lesser extent on specific items of coaching stock. The 2CM bogie can be used to stabilise wagon types with inherent high centres of gravity and, as it is rigid in the horizontal plane, it can run at higher speeds than the '3-piece' bogie and is less prone to wheel wear. The 2CM bogie has individually sprung axles which cause less damage to the track generally and reduce the impact of forces at rail joints and junctions compared to the '3-piece' bogie.

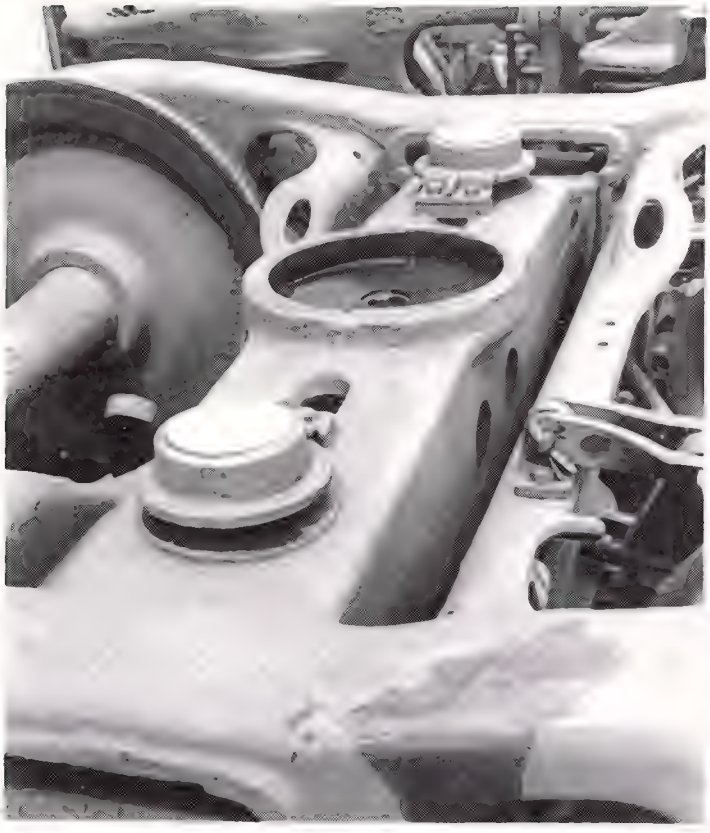
The 2CM bogie was evaluated by the Bureau of Transport Economics and two benefits – bogie maintenance costs and reduced rolling resistance – were quantified. Other possible benefits deriving from the use of 2CM bogies which were discussed during the BTE evaluation but not quantified were reduction in track maintenance costs, reduction in freight damage and reduced derailment risk.

So, on paper, the 2CM bogie appears to be a winner. Its adaptability to freight wagons generally, however, is constrained by several factors. Vehicles fitted with 2CM bogies require a 14" diameter centre plate whereas '3-piece' bogies use a 12' diameter centre plate. Certain vehicle types introduced in recent years can accept either size of plate and are thus suitable for the fitting of 2CM bogies.

The second hurdle to the fitting of 2CM bogies is the clearance between the top of the bogie's side frame and the underframe of the wagon. Most wagon types could probably be given 2CM bogies but the degree of modification would vary with the type of vehicle involved. Brake gear and rigging may also need to be altered. Wagons requiring extensive rebuilding would need to be justified on a commercial or operational basis.

One major disadvantage for a number of years was the penalty imposed on a wagon by the mass of the 2CM bogie. This infliction





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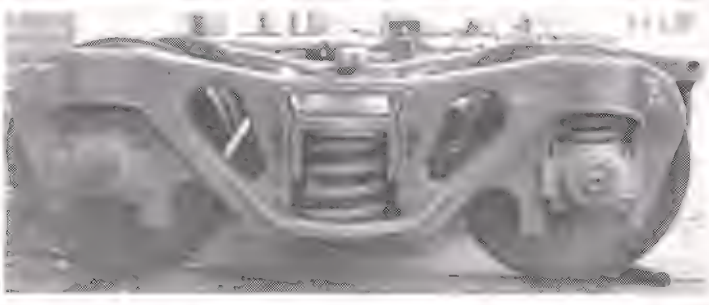

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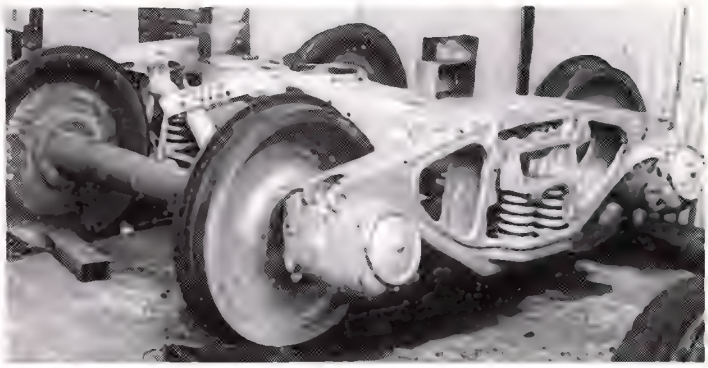

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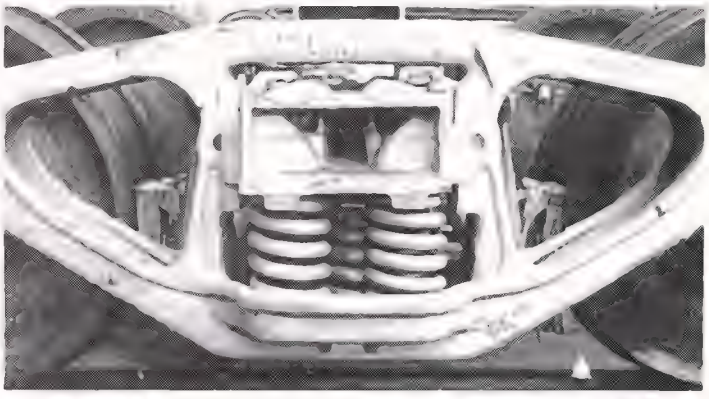

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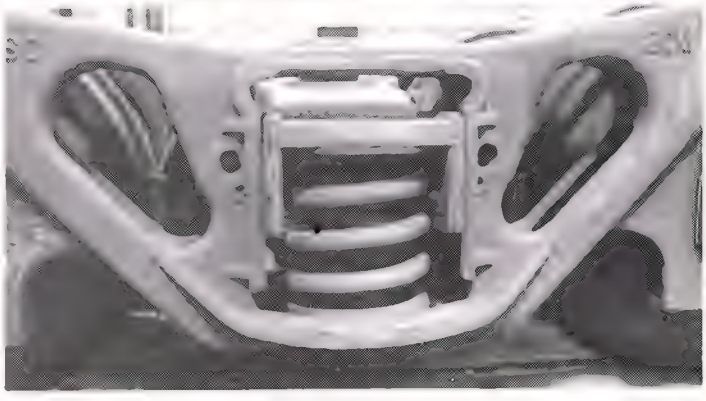

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This collection of photographs illustrate the differences between the modern 2CM/2CN two piece style bogie and the older three piece style, illustrated here by a Bradford Kendall Ride Control bogie.

1. *The bolster area of the 2CM bogie. Note the cast connection between the sideframes. Here the bolster floats on springs while the two sideframes remain rigid.*

2. *The 2CM bogie in unloaded state.*

3. *The three piece style bogie. Note that each sideframe and the bolster are individual sections, and when in use each sideframe moves as an individual item, held together by the bolster and springs.*

4. *The springs on the Ride Control bogie.*

5. *The spring on the 2CM bogie. Note the position of the bolster on the unloaded bogies as compared to the leader photo which is loaded by the weight of the vehicle.*

Photographs by Graham Ball, unless otherwise mentioned.

Table 1

Vehicle Types Covered by this Article

Motor Car Wagons	BKX, MBK, MBW, MBY
Container Wagons	JCW/NQJW, NQAY, NQIY
Container/General Purpose Wagons	OCY/NQOY
Louvred Vans	JLY/NLJY, KLY/NLKY
Open Wagons	BDY/NODY, CDY/NCCY
Steel Carriers	CCY/NCDY
Coal Hoppers	CHY/NHAY
Grain Hoppers	WTY/NGTY
Cement Hoppers	PRY/NPRY
Refrigerator Cars	NRY/NRNY

equated roughly to a loss of two tonnes capacity per vehicle and would have been accentuated over a given train length when short crossing loops on single track routes were encounted. In July 1983, however, this restriction appears to have been lifted as the payload ratings for each of the common freight vehicle types equipped with the 2CM bogie were raised by 2 tonnes.

The 2CM bogie is not used in exchange service, being confined to vehicles employed on intrastate duties or those wagons travelling intersystem over standard gauge tracks. The 2CN variant sees service in those cases where vertical clearances are a vital consideration and can be found under the JCW/NQJW 'jumbo' container wagons originally developed for the carriage of extra height TNT/GMH containers but now also utilised for other traffics. The 2CN could also be seen under the MBW class experimental automobile carriers proposed for Motorail work.

The 2CM, of course, is more widely used and can be sighted under louvred vans, open wagons, container flats, cement wagons, a coal hopper and certain automobile wagons. Despite its shortcomings in terms of mass, the bogie has eliminated the major problems connected with '3-piece' designs and seems to have fulfilled many of the objectives set by railway mechanical and civil engineers. In closing, I might mention that vehicles fitted with 2CM bogies are authorised for 100-115kmh running over suitable sections of the NSW network, whereas since 1978 roller bearing '3-piece' bogies have been limited to 80kmh when travelling through that State and plain bearing '3-piece' bogies to 65kmh; these restrictions applying to both 'domestic' vehicles and wagons owned by other Australian systems. The only regular exceptions to these edits seem to occur when plain or roller bearing '3-piece' bogied vans are attached to mail and certain passenger trains.

Table 2

Rolling Stock Fitted With 2CM & 2CN Type Bogies

This list details all stock known to have used either 2CM or 2CN type bogies and is submitted on an 'errors and omissions excepted' basis. It includes vehicles subsequently condemned as well as wagons which have had 2CM/2CN bogies removed. Readers are invited to submit to AMRM any relevant vehicles not included in this listing.

Minor variations in the two bogie types have occurred between batches. 2CM Mk.1 type carry numbers 1-1100, Mk.2 type nos.1101-2350 and Mk.3 type nos.2351 onwards. Under the September 1979 bogie reclassification scheme, these types became YMA, YMB and YMC series respectively. Similarly, 2CN Mk.1 bogies (nos.1-69) were reclassified WNA type, while Mk.2 units (from no.70 upwards) became WNB series. These variations do not affect modelling projects to a great degree and have thus been ignored for the purposes of this article.

The codes given in the tabulations are indicative only of vehicle classes. In only a few cases are they indicative of particular wagons, i.e. the dual codes show old and new identification for a group of wagons but do not claim that a specific wagon in that range has received the new classification. On the other hand, vehicles shown under single codes are those to which particular attention is drawn; coincidentally, these are the units perhaps not so well known to many readers.

2CM Bogies

Coaching Stock

1.	BKX/MBK:	11864, 11865, 11867, 11868, 11874, 11875, 11877, 11914, 11918
	MBK/MBY:	2581-2586, 2591-2595

Freight Stock

2.	JCW:	22001, 22002
	OCY/NQOY:	14901-15070, 34301-34500, 34951-35050
	NQAY:	21851-21950
	NQIY:	10151-10200
	JLY/NLJY:	33803, 33804, 33814, 33815, 33818, 33828, 33853, 33871, 33872, 33912
	KLY/NLKY:	18551-18603, 18605, 18607, 18608, 18611, 18612, 18614, 18616-18621, 18623-18626, 18628, 18629, 18631-18635, 18637, 18638, 18640, 18642-18750
3.	BDY:	33524, 33617
4.	BDY/NODY:	20201-20400, 20411-20610
	NODY:	20801-21000
	CCY/NCDY:	20482-20484, 20490-20492, 20495-20499, 20504-20506, 20575, 20576, 20584-20586, 20598
	CDY/NOCY:	34601-34800
	CHY/NHAY:	33002
	WTY/NGTY:	35701-36230
5.	PRY:	12077
	NPRY:	12062-12064, 12067, 12069, 12072, 12073, 12075, 12077, 12079, 12080, 12083, 12084, 12091, 12094, 12095, 12097, 12098, 12099, 12102, 12104, 12105, 12108, 12115-12117, 12123, 12124, 12128, 12129, 12132, 12133, 12135, 12139, 12143, 12145, 12148, 12155, 12158, 18201-18225
	NRY/NRNY:	22701-22730

2CN Bogies

Coaching Stock

6.	MBW:	11861, 11872

Freight Stock

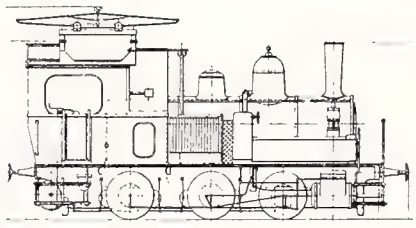
JCW/NQJW:	22001-22082
NQJW:	21951-22000

Notes

1. These wagons were transferred to coaching stock prior to being reclassified MBK.
2. These vehicles are thought to have been originally given 2CM bogies when new in orange livery. They later received 2CN type bogies.
3. These BDY wagons were modified BDX type units and later reverted to that code.
4. Some 20 of these wagons were later converted from BDY code to CCY type.
5. This vehicle was later recoded NPRY.
6. When converted from BKX type in 1978, these wagons are thought to have received 2CM bogies. They were later sighted with 2CN bogies and were probably so fitted circa 1980. More recently, they were re-equipped with 2CM bogies when converted to MBY type.

MAILBAG

Continued from page 24.



Sir,

"Don't I even get a point for trying?" — cartoon on p.11 of the August 1984 issue of AMRM. Full points to the poor model builder!

Unless the judge dismissed the model of the electric steam locomotive on the grounds of minor inaccuracies to detail, the joke is on Stein!

Somewhat unorthodox and short-lived, two steam locomotives fitted with pantographs during 1942/43 to utilise electrical energy to produce steam, were in use for shunting and light duties in Switzerland during the 2nd World War. The Swiss Federal Railways at that time, although already extensively electrified, still depended on coal for a number of steam locomotives. As coal is not available in Switzerland, except by import from neighbouring countries, it was very scarce during the war years — hence the conversion to electricity. Ten years later the locomotives were converted back to their original state.

A copy of the diagram from "The Locomotives of the Swiss Federal Railways" is enclosed for your information and interest.

Rudi Jenni,
Claremont, 7011.

Sir,

Like Gordon Tindall (Issue 127, August 1984), I too have wondered about ply doors, more particularly for portable reasons for an HO layout, but because it is not compatible with MOD RAIL specs I have done nothing about building a module to test it out. In the back of my mind was the thought that there could be considerable warping problems.

In the latter half of last year I came across an article in Model Railroader which gave some detail of the Miami Modular Model Society 'Marklin Enthusiasts of America, Southeast Region, Southern Florida Division, USA'. This group is using these doors but they are 24" x 80" (609.5 x 2032).

I wrote to the Secretary to get some ideas as to what their experience might have been. His reply was excellent and he enclosed a photo of their 80' layout set up for demonstration purposes in a shopping mall. He has since sent me further information that their club now has 120' of modules made up of these doors.

I am about to give it a go in the very near future.

Gordon Berry,
Maroochydore, 4558.

Sir,

In reference to Tom Pall's enquiries re 3801:

3801 was hauled to the State Dockyard as part of a tour train on 20/11/83. She is now undergoing restoration by the Hunter Valley Training Company. The main defects are cracking of the front tube plate, rear tube plate, throat plate of the inner firebox and serious thinning of the inner firebox plates 300mm above grate level. The diaphragm plates for the rear boiler mounting are defective and the tender water tank base badly corroded. The inner firebox was of a rivetted design; as the necessary repair expertise is not available, a new one, all welded, must be constructed.

Just prior to last Christmas, an inspection revealed restoration well under way. Unfortunately, I couldn't find any projection on a completion date. More information can be found on pp.138 and 139, May 1984, ARHS NSW Railway Digest, where I found this information.

I believe the buffers and screw drawgear (replaced by knuckle coupler) were removed in 1970 to enable 3801 to be hauled by CL3 over the Nullabor Plain during the Western Endeavour tour, but I don't know if the buffers were replaced on return, or never replaced.

The line from Tenterfield to Wallangarra was the main line to Brisbane before standard gauge was through to Brisbane in 1930. Wallangarra is a break-of-gauge station, necessitating transferring goods from standard gauge to narrow and vice versa. I think that trans-shipment of goods and the time lost through this would negate any possible cost-saving if this line was used instead of the Brisbane branch.

Regarding the rumour that 8101 was originally liveried in the reverse colour scheme. I don't think so. P.245, NSW July Digest shows 8101 nearing completion at Bathurst in the candy livery.

Being a confirmed NSW modeller, I have never really paid much attention to VR goings-on. All my 'spotting time' is spent finding NSW wagons, locos, etc. With the release of the excellent VR kits and the decals to go with them, I thought about them for a while, then the answer came — if I model a break-of-gauge station, I can have the best of NSW and VR — a selection of Billboard, V, VB and T vans, ELXs, orange and grey V/Line locos etc. A few members of AMRA Vic. branch are constructing BGM kits with the billboard decals; the results will be on show at the 1985 Camberwell exhibition. In answer to the AMRM enquiry re $5 decals, the answer must be yes, how else are modellers to recreate all those colour schemes? I showed my 'Sunshine Biscuits' U van to an elderly gentleman friend of mine and ended up with a history lesson. Not only are these decals to be used to brighten up trains, they'll bring back memories to a lot of people.

David Brown,
(not the SCMRA one)
Melbourne, 3000.

Sir,

Firstly thank you for your coverage of Perth's Model Railway Exhibition and for the big spread you gave in the August edition.

On behalf of the members of The Gauge One Association, The Association of 16mm N.G. Modellers and ourselves L.S.M.R we thank you for the praise you gave our display, praise from ones peers is most appreciated. Our display started from 8 — 12 x 4ft sheets of chipboard and 10 hours later you saw the results, thanks once again.

One small point, the model you classed as a copy of 'Puffin Billy' is in fact a model of 'Taw' a Lynton and Barnstable loco which ran in Devon England in the 1920s. However we will build a model of a 'Puffin Billy' loco in live steam to suit either 'O' gauge or '1' gauge if there is sufficient interest.

Norman A. Drake,
Marketing Manager,
Live Steam Model Railways,
Maddington. 6109.

Continued on page 46.

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2. L.D. McNaughton, 'The Search for the Ideal Freight Bogie in New South Wales', Railway Engineering Conference 1981 — Track and Vehicle Dynamics; pp.18-25, Institution of Engineers Australia, Barton, ACT, 1981.
3. B.G. Sismey, 'Railways of Australia Vehicle/Track Interaction Study No.1', Railway Engineering Conference 1981 — Track and Vehicle Dynamics; pp.75-82, Institution of Engineers Australia, Barton, ACT, 1981.
4. NSWGR Weekly Notices & Rolling Stock Returns, 1973-1983 (various).
5. P. Rogers, 'Notes on NSW Freight Rolling Stock: 1970-1983' (unpublished).

Acknowledgements

This work has not been completed without a great deal of assistance from Mr Peter Clark, particularly in respect of the operational characteristics of '3-piece' bogies. I am also particularly indebted to Mr John Guerin, Works Manager of Clyde Wagon Maintenance Centre, for the granting of permission to inspect rolling stock at that location. ▪

CLIFFORD QUARRIES PTY. LTD.

by Brian Daly

The prototype for my Clifford Quarries building is set in the attractive Brisbane suburb of The Gap. Although there is no railway line anywhere near this location, the beautiful building and surrounding area appealed to me and fitted the requirements for a quarry on the layout.

After deciding I had to build this structure, I asked a longstanding modelling friend, Barry Flood, to accompany me to gain his impressions on how it would fit on the layout. I had never tackled a modelling job of this magnitude and his keen support and encouragement finally saw the project underway.

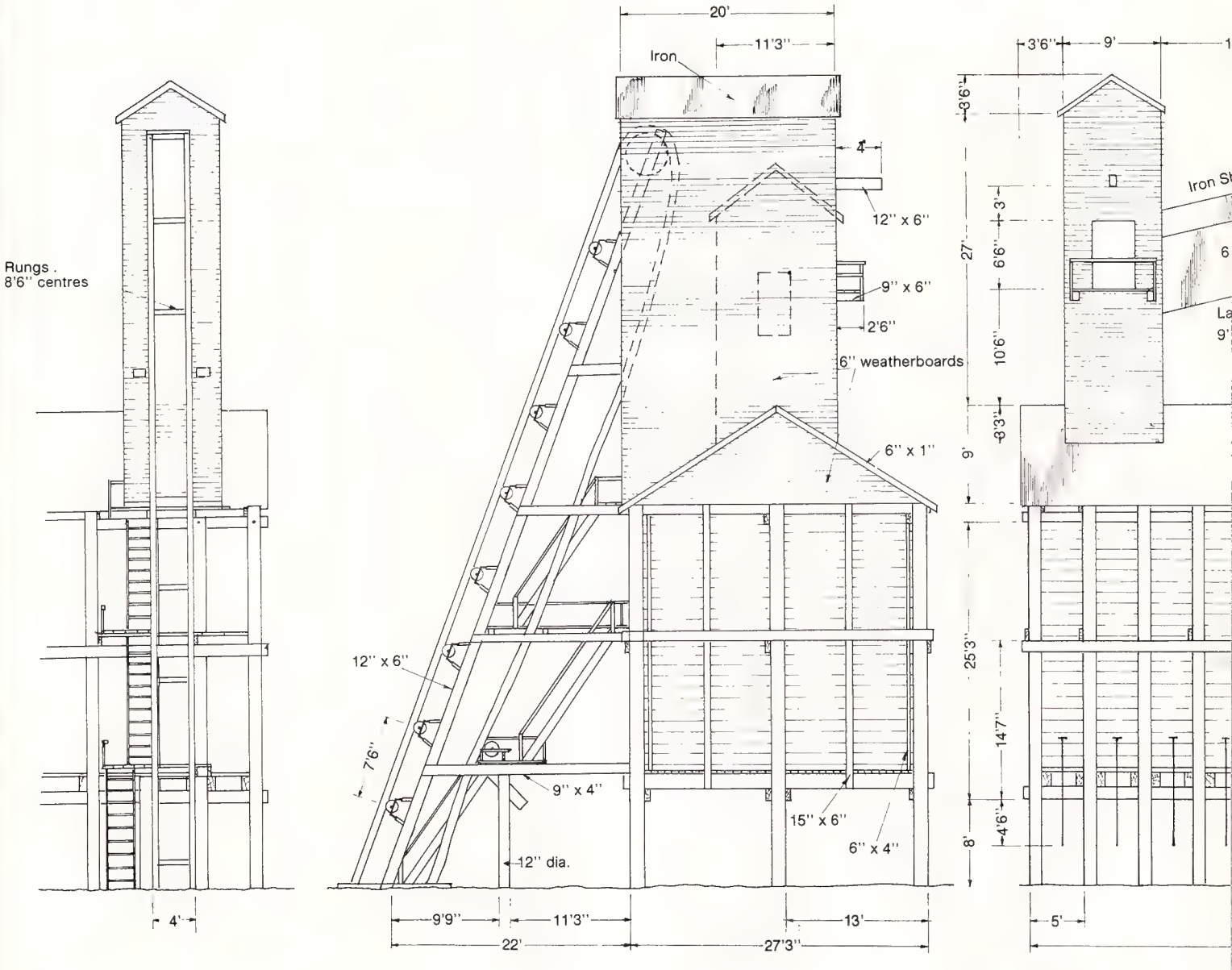
I would like to dedicate this article to his memory as he passed away before the actual building of the model had started.

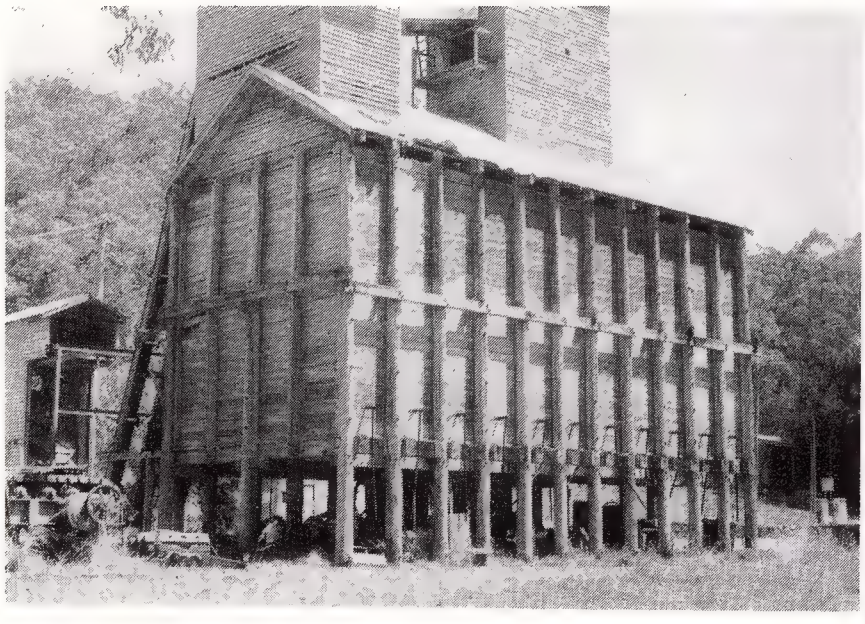
How it works

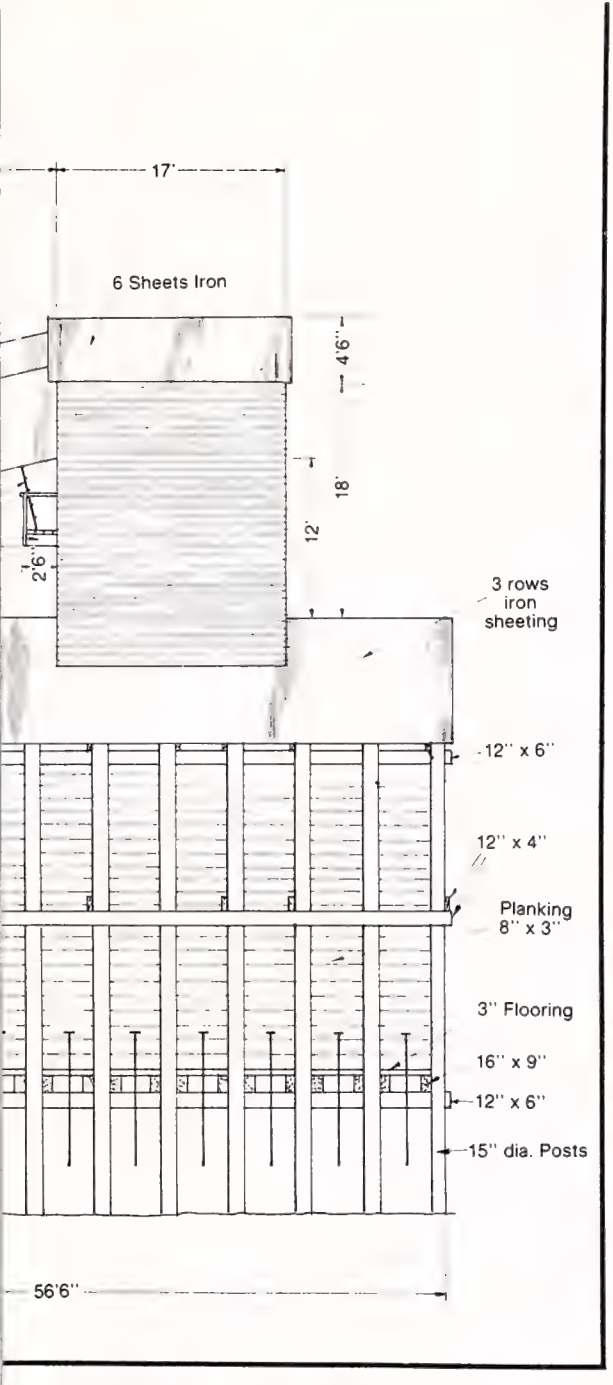
The stone from the quarry face first goes into the jaw crusher. The screen at this crusher is set to 6" so any stone over 6" is returned to the crusher. A conveyer belt carries the stone to the primary crusher which is set to crush to a maximum of 2" stones. This and the next crusher are rotary crushers. The screened stone moves to another crusher which crushes stones up to a maximum of ¾". Below this crusher is a hole about 12' deep into which the bucket elevator passes and lifts the crushed stone up to the tall screening house. The first screen, the primary product screen, is set to pass ¾" stones and smaller but reject 1" and over. The oversize stones are returned down the inside of the building and back into the rotary crusher.

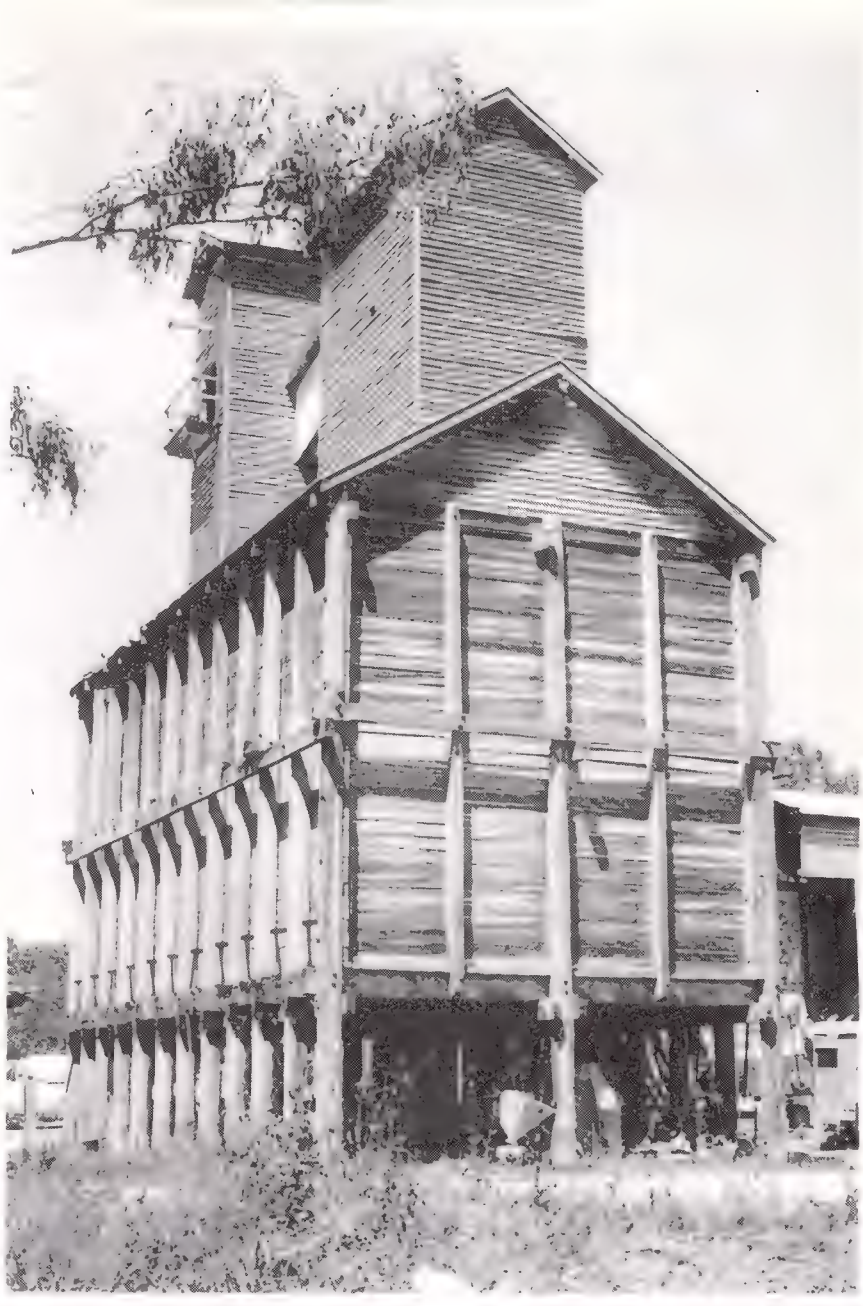
Different size screens sort the stones into their various bins. Some stones pass along a

Screening houses and bin at the quarry in the Brisbane suburb of 'The Gap'.


Rungs .
8'6'' centres
4'
20'
11'3''
Iron
4'
12'' x 6''
9'' x 6''
2'6''
6'' weatherboards
6'' x 1''
12'' x 6''
7'6''
9'' x 4''
12'' dia.
15'' x 6''
6'' x 4''
9'9''
11'3''
13'
22'
27'3''
3'6''
9'
3'6''
27'
3'
6'6''
10'6''
9'
8'3''
25'3''
14'7''
4'6''
8'
5'




17'
6 Sheets Iron
4'6"
18'
12'
2'6"
3 rows iron sheeting
12" x 6"
12" x 4"
Planking 8" x 3"
3" Flooring
16" x 9"
12" x 6"
15" dia. Posts
56'6"



conveyer belt to the smaller screening house through various screens and into bins.

On the crusher side of the building there are overflow chutes where the stones go onto conveyer belts and back to the crusher. Most of these external sections have long since gone, as operations ceased around 1977/78, but there is enough to model the main building.

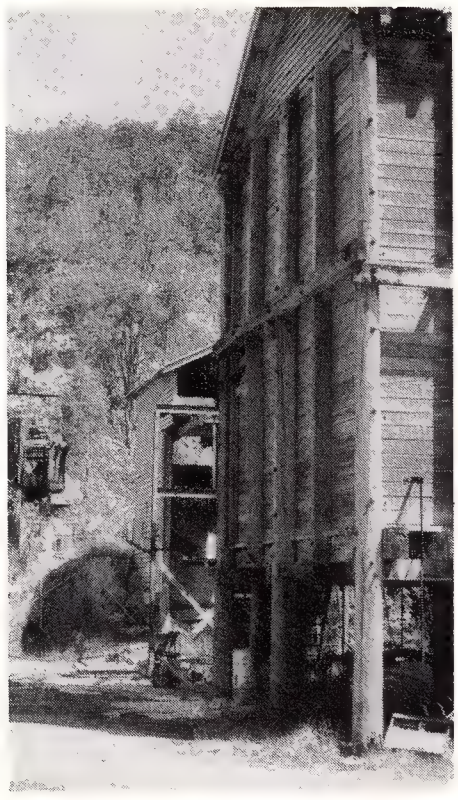
The drawings are as I built the stone separator and are very close to the prototype. Some measurements of the upper structures are calculated guesses made working from photos and many visits to the site. The crushing plant and conveyer belt from the quarry area are not included. I have often looked at articles and drawings in modelling magazines and have been daunted by their size. Although step-by-step construction is tedious to read, I decided to write this article in such a manner as to allow other inexperienced builders like myself, as well as pros, the opportunity to have something like this, representing an Australian prototype, on their layout.

Main Building Construction

Construction of the main building of the stone separator comes first and consists of two identical sides and two identical ends. North-eastern timber scale 8" siding may be used. I elected to use a sheet of plain Mantua Model Ply 606mm x 200mm x 0.8mm as the thickness is close to the correct scale 3".

First pencil a scale 56'3" in from the end and square across the sheet. Turn the sheet over and square across the other side. Pencil another scale 24'3" in and square off one side only. Using a Mortise Gauge, scribe 8" boards over the 80'6" marked off, firstly along the top edge then the bottom edge. Turn the sheet over and scribe in about 2' from the end and also at the 56'3" mark. The purpose of these short lines on the other side of the ply is that approximately 1' of the inside walls will be exposed in the final assembly (see Fig.1).

Thirty-four 8" boards are required for the sides of the structure and thirty-five 8" boards plus one 4" board for the ends. On the upper and lower edges of the scribed areas, I pencilled 'B' for later identification. With the scribing completed, cut the ply using a steel straight edge and a single edge razor blade or X-Acto knife. Make many light cuts until the board is cut right through. The next step is to prepare the sides for assembly. As the 0.8mm ply is a little thin it requires strengthening. I used a scale 2' x 2' timber to achieve this. The 2' x 2' is cut as follows: four pieces 22'8" long,



Bucket elevator and supporting structure.

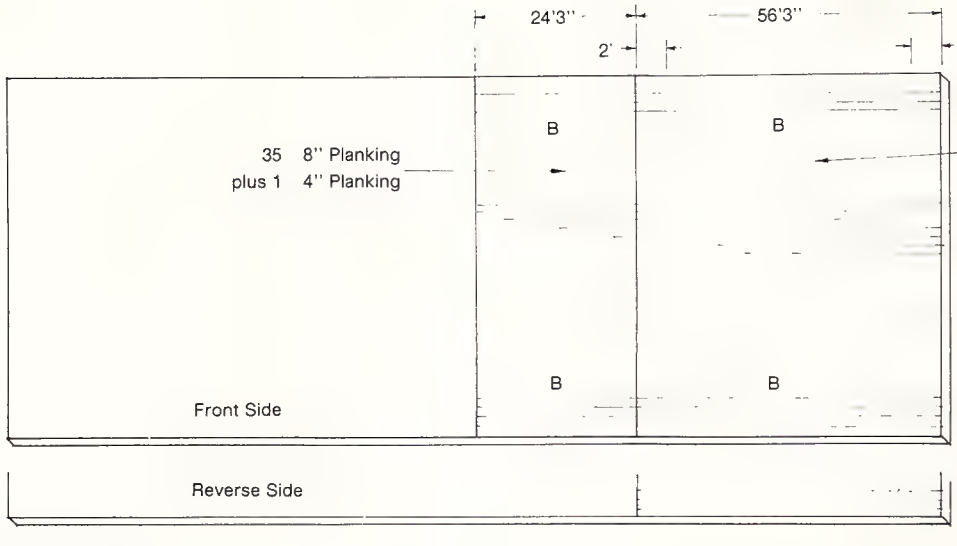


Fig.1 Side & End Construction.

NOT TO SCALE

four pieces 49'6" long and two pieces 20' long. These lengths may vary slightly depending on the scale timber you use.

On the inside walls of the side units pencil mark 1'6" in from the ends and square off. Using PVA glue, fix the four 22'8" pieces of 2' x 2' into place, making sure they are square from the 'B' (bottom) face. See Fig.2.

Test fit the 49'6" timbers to the top and bottoms to make sure they fit. They do not have to be a tight fit as they are there to strengthen the thin sides and provide a solid base when gluing the floor. Glue in place flush with the edges.

When both sides are dried, glue the two end walls to the side walls, keeping the unit square. Now we can test fit and then glue the two 20' lengths of timber across the bottom section of the end walls. To complete the 8" timber planking on this portion of the structure, I cut the end portions with a razor blade.

The underside of the flooring is not seen — due to the closeness to the ground — so I cut 6" plank marks only at the ends of the building where they will be visible. The floor, 24'9" x 53'9", is cut from the remaining 0.8mm ply, the ends scribed for 6" planking, then fixed to the bottom using PVA glue — making sure no excess glue squeezes onto the outside.

The top plates complete the preparation for the vertical uprights. After cutting six lengths of 12" x 6" x 57'6" timber, cut 3" from the top corners of the end walls so that the 12" x 6" will be flush with the outside of the building. Four of the lengths of 12" x 6" should be put aside for later.

Now to really get down to turning a rectangular box into a building. 3/16" dowel is close enough to HO scale 15". The dowel I bought came in 18" lengths. Before cutting the dowel, I made several passes over the dowel with a wire brush then cut 26 lengths 36' long. I put the left over pieces aside for later.

As I shall be using four wheel wagons of the LCH type, I won't need too much headroom but if you intend using larger wagons, the length will have to be increased or alternatively a trench will be required under the building.

Next cut twenty-two 28'6" lengths of 16" x 9" and twelve 28'6" lengths of 12" x 4". Glue a 16" x 9" bearer to the flooring at each end of the building and flush with the outside end walls. Make sure of equal overhang on either side of the side walls. now glue a 12" x 4" at each end on the top of the building, also flush with the end walls, with an equal overhang of the side walls. For gluing all areas on the outside, I used H.B. Fuller Pow'RBond ACC glue. This makes the locating of the four corner vertical posts simple. The top of the posts should be flush with the top 12" x 4".

While the glue was setting I made two jigs for the easy location of the remainder of the side vertical posts (see Fig.3). I made my jigs from ice-block sticks. After marking off the lines as in Fig.3, use a small round file to make the three grooves to the depth of half of the dowel diameter and a neat fit for the dowel. With the building on its side, pencil mark the side every 5' from the centre line of the corner posts. Using the line as a guide for the ACC glue, position the next post, using the jigs at the top and bottom to position the posts accurately. You also have to check that the top is the same height as the end posts. Slight variations here will not matter too much.

Continue gluing the posts on, alternating one from the left hand then one from the right hand end until the side is complete. Allow a little time for the glue to set, then reverse the building and repeat the procedure for the other side.

With the building now resting on one end, quickly glue nineteen of the pre-cut 16" x 9" floor bearers onto the posts. I did not glue them to the floor as I didn't think it necessary.

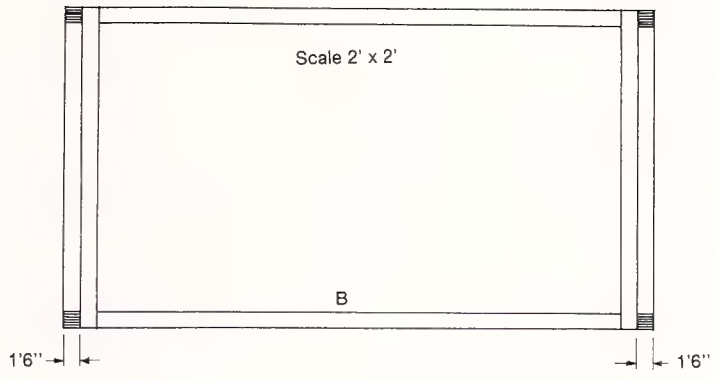


Fig.2 Inside Corner Bracing.

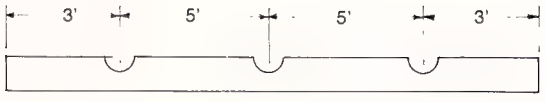


Fig.3 Vertical Post Jig.

NOT TO SCALE

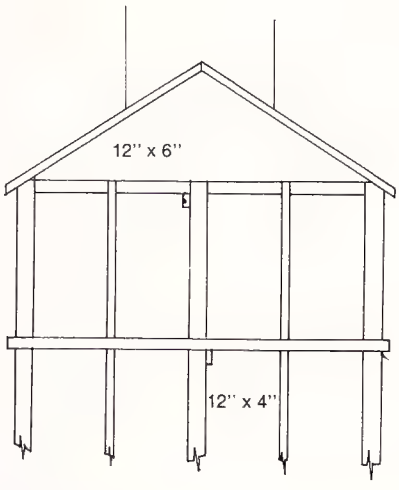


Fig.4 Right Hand End of Structure.

End for end the unit and glue on the other nineteen floor bearers to the other side of the posts.

Using the main drawing as a guide, glue in the top 12" x 4" boards. Care will have to be taken as there is no set pattern to their placement.

After marking the centre lines on the end sections, glue the remaining vertical posts into position. Double check their position with a scale ruler.

The four 57'6" lengths of 12" x 6" set aside earlier can now be glued into place underneath the floor bearers. Check to make sure that they sit reasonably well up to the floor bearers and, when satisfied, glue the two outside lengths to the insides of the vertical posts. The two inner lengths straddling the centre row need only be glued at each end for now.

Using the left over pieces of dowelling, cut ten lengths 10'9" long for the underneath posts. This length will vary if you used different post sizes to mine. Change back to PVA glue here as a little time is required to adjust these posts to be in line with the outside ones and also with the end posts. I used the point of a small screwdriver to place a small amount of glue to the end of the post and the insides of the 12" x 6", then put the posts in place. Make sure you do not push down too hard and cause the floor to distort. This can be checked by using a straightedge on the bottoms of the end posts.

Two 58' lengths of 12" x 4" timber are glued to the sides 12'3" from the bottom of the floor to the top of the 12" x 4" and two 28'6" lengths of 12" x 4" are glued to the ends and sit on top of the side pieces.

Only a few trimmings now remain to complete this portion of the building. On the sides, twelve 2' long pieces of 12" x 4" are required as stubs of timber to be glued to the sides of the posts. For the location of these pieces refer to the main drawing. This completes the sides for now.

On the ends we need two 2' lengths of 12"

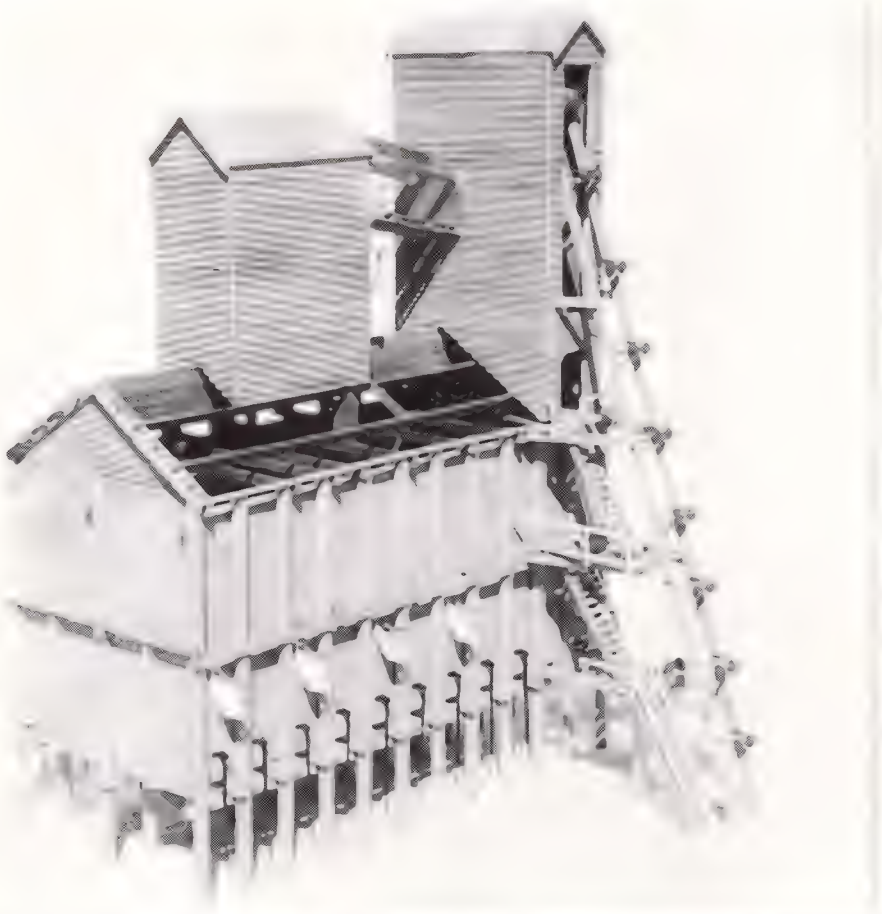
x 4" for the midway points and two 2' lengths of 12" x 6" for the top of the centre posts. The location of the beam ends at the end of the building are shown on the main drawing and Fig.4. The 12" x 4" is located in a different position on the right end.

Four lengths of 6" x 4" are required for the corners. Cut four lengths 24' long. The top 12" of each piece has to have 3" removed to fit over the protruding beams. When you are happy with the fit glue into position.

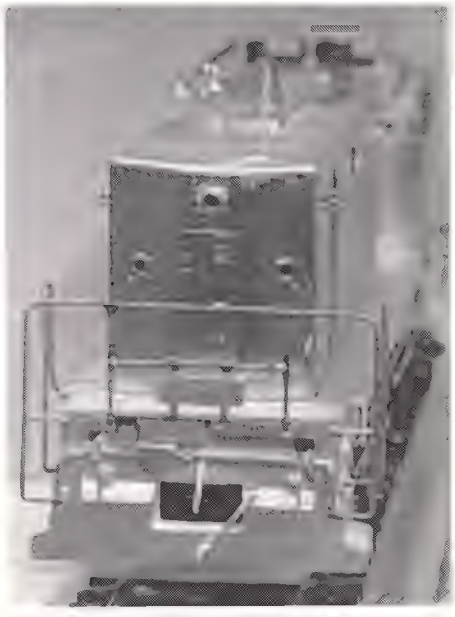
To complete the ends cut four 27' lengths of 15" x 6" and glue into position midway between end posts.

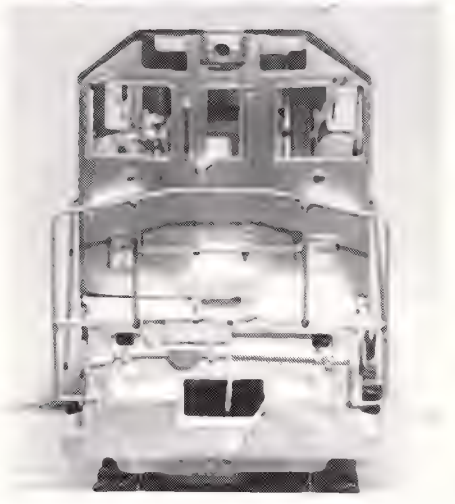
© B.A.Daly 1984.

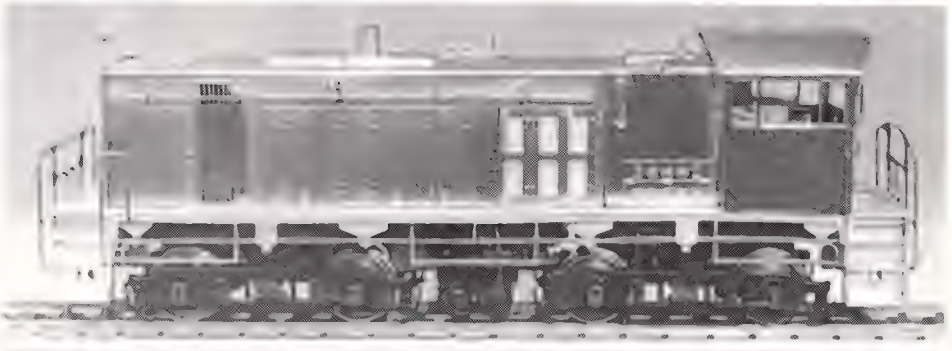
Model before main building and tunnel roofing iron added and bucket elevators removed.

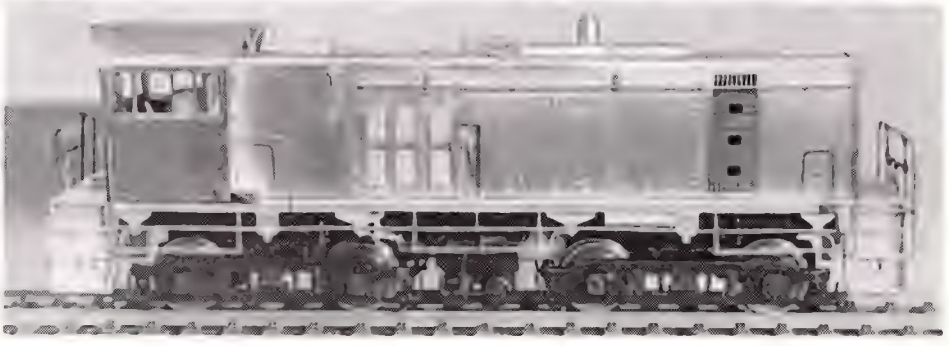


QUARRY, by Brian Daly, will be completed in the next issue of the **Australian MODEL RAILWAY Magazine**.

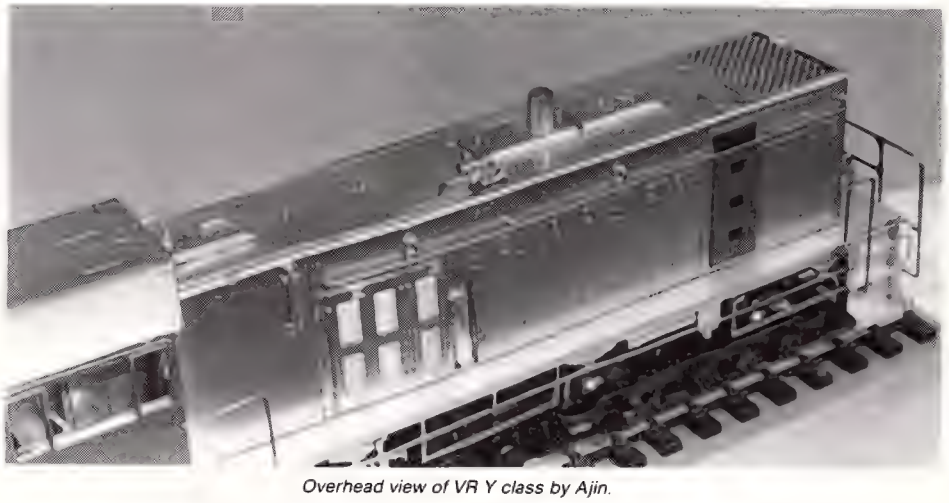








VR Y class diesel in HO scale by Ajin — imported by Australian Locomotive Co.



Overhead view of VR Y class by Ajin.

V.R. Y Class diesel electric locomotive in HO scale by Ajin Precision Manufacturing Inc. of Korea. Imported by Australian Locomotive Company, PO Box 173, Boronia, 3155. Price: $270.00

The Y class was introduced into Victorian Railway service in 1963. It is a Clyde/EMD Model G6B diesel powering GE 237 traction motors from ex-VR EMU stock. The class was supplied in three groups, 101-125, 126-150 and 151-175. Each group had mechanical and physical differences, the most obvious being the battery boxes behind the cab.

The ALCO model is based on the pre-radio units, and has disc wheels. It is supplied in a sturdy black box, lined with rich red foam. The model, as usual is wrapped in light plastic and is accompanied by a package of 'spare' parts, decals for the wings and lines, decals for the radio emblem and a set of etched number boards. Each model has a registration certificate secured inside the lid of the box. The package of spare parts includes screws, plastic tubing, sliding cab side-window frames, fuel gauge, battery boxes (both interior and exterior styles) and pre-coloured builder's plates. The etched number boards are pre-coloured and etched right through except for holding tabs.

The model is a fabrication of brass etchings, pressing and castings, enhanced with wire, sheet and gauze. Detail includes interior cab components, louvres, door hinges, hand rails, grab-irons, sand boxes, windscreen wipers, handbrake and number board holders. Etch detail has been finely reproduced and the louvres are good representations. The finished model is dimensionally correct overall.

Unfortunately not all the body components have been correctly formed, and as such do not marry together too well. The base of the cab does not sit on the running board, there is a slope in the cab front and the running board on one side is not straight. This does marr the overall appearance of the model a shade. Overall the standard of individual detail items is very good but some items, such as the horns were out of scale. The cab interior is quite impressive.

The power plant in the model is a Mashima can motor, power being transferred to all axles via a gear train and universal drives. Each axle has its own enclosed gear box and the drive wheels are stainless steel, very good for traction and electrical pickup. Initially the model did not run. The problem was found to be a wire to the motor. It had not been bared for, nor soldered to the motor connection. This was despite the inclusion of an inspection note inside the loco body. Once connected, and the parts reassembled, the model ran very smoothly being very responsive to the controller.

It was on the track that this model excelled. The slow speed was recorded at 2.2 kph (1.4 mph) while the top speed at 146 kph (90 mph). Operation was a shade jerky at slow speed. It has a draw bar pull of 95 gram, which when transferred to the track enabled the Y to lift 14 Lima passenger cars on the flat, with plenty in reserve. It also hauled the same 14 cars up a 1 in 30 grade, proving to be a very powerful workhorse. Through the pointwork the Y easily negotiated No.4 pointwork.

The VR purchased the Y to replace the Dλ, K and J class steam locomotives. There is little doubt that this model will be very useful on almost any duty.

Bob Gallagher.

Down The Back by Fred Hillier, published by Anvil Press. Purchased from Angus and Robertson. Price: $6.95.

Fred Hillier is well known for his contribution to the Australian modelling scene. He has the ability of modelling structures that have the characteristic outback appearance. Leaning walls and sunken roofs are just two of his specialities. Unfortunately Fred does not work in any recognised scale, but his work has been seen Australia wide. In fact Fred's work featured in the ABC's Weekend Magazine programme

It is possible to purchase Fred's work, but not in model shops. You see, Fred models in clay and among his subjects are farm houses, colonial figurines and outhouses. While Fred Hillier may not be a railway modeller he has a gift for understanding and recreating realistic structures. In this book, subtitled 'The Era of the Outhouse', Fred traces the history of the Australian outhouse. Although no specific starting date is suggested, the coverage is extensive, including small units from the country and the city, as well as the nine-holer classified by the National Trust.

The book is profusely illustrated with drawings by Ronald Revitt, and it is here that the book becomes an aid to the modeller who strives for realistic structures. It is always helpful to have a good background on the subject being modelled, and here Fred Hillier's text is very useful. The drawings are not to any specific scale but it is relatively easy to estimate the size of this subject. There is however a cross sectional plan of a dunny and pit.

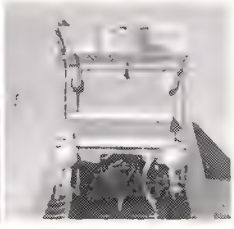
It is interesting to note that the author covers the subject in depth (metaphorically speaking), including actual positioning and tracing the use of the word 'dunny'. To quote the opening of the Introduction "For most of our history we've been pretending the dunny didn't exist. It was there, but didn't bear thinking about. The outhouse was taboo." Taboo it may have been, but it is part of the scene that most modellers attempt to recreate — so why not give it the attention it deserves.

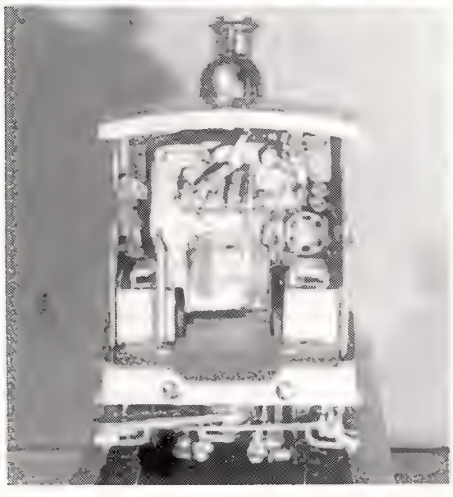
The one aspect that this book does not give, with any accuracy is the colouring and it is here that the colourful book 'Dinkum Dunnies' by Douglass Baglin

and Barbara Mullins (published by Eclipse Books, a division of Paul Hamlyn Pty Ltd) will help. Both books cover the subject Australia wide, and thus would aid any Australian modeller, no matter what scale.

For the individual who wants to acquire some of Fred Hillier's models, they can be found in established Art and Craft shops that specialise in Australiana. The farm houses are well worth the visit alone. His attention to detail is superb, so why not learn a little from his written words.

Bob Gallagher.





N.S.W.G.R. Z17 class locomotive in HO scale by Samhongsa of Korea. Imported by Mansfield Hobbies, 100 Pacific Highway, Waitara, 2077. Price: $395.00.

The Vulcan Foundry built 4-4-0 was introduced to the N.S.W.G.R. as the H(373) class in 1887, originally being intended for short haul passenger service. The 12 units in the class were displaced from mainline service by the P(6) class and were relegated to branch line work. They received Belpair boilers in 1905 and were reclassified (Z)17 in 1920. Members of this class were seen in service in a number of different liveries.

The model is supplied in a stout box lined with lemon coloured foam. Accompanying the model is a colour print of a green liveried 1709 by Ian Dunn, a prototype specification card, pack of numeral decals, drive rod screw driver, a packet of spare parts and a tender coal retaining frame. The model is as in service before the demise of the class. This includes Belpair boiler, headlight, generator and extended, steel lined hungry boards on the tender.

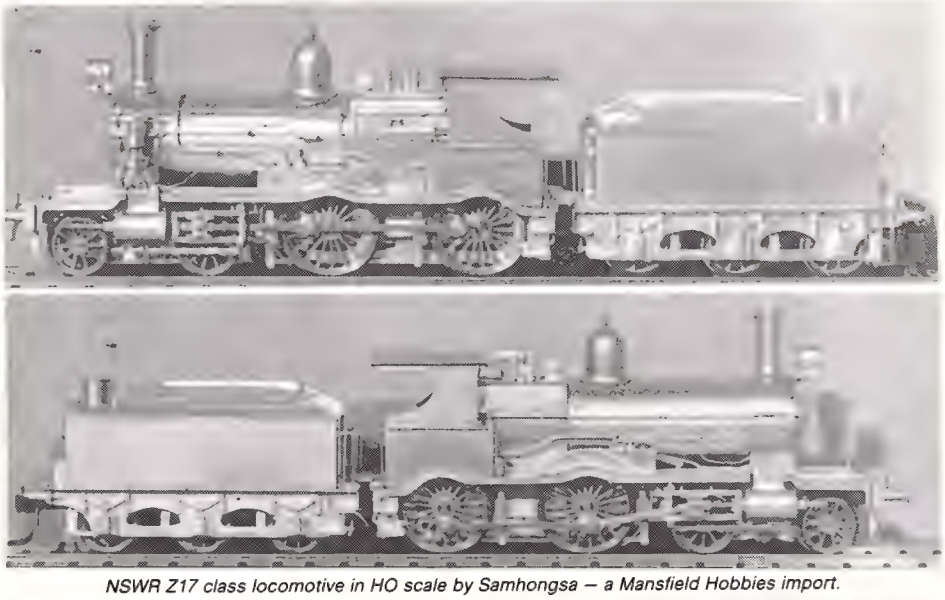
The model, as usual, has been fabricated from brass etchings, pressings and castings. The assembly of all these components can only be classified as excellent. This accolade can also be applied to the attention to minute detail. Rivets on drive wheel splasher, builder plate, injectors and piping, oil lines to virtually every conceivable place, and full cab detail including seats and gauge glass cocks. The only further enhancement of this model would be the provision of unlined hungry boards on the tender. It is an excellent representation of the prototype.

Stainless steel tyres are fitted to the loco wheels and both driving axles are sprung. The tender axles have pinpoint bearings and the axles have been allowed to float so that while the model enjoys very free movement, the rigid wheelbase does not become a restriction. A Kadee No.5 coupling was fitted to the tender and found to be a shade low and unfortunately has to protrude a couple of millimetres from the buffer beam to allow coupling clearance from the sprung buffers.

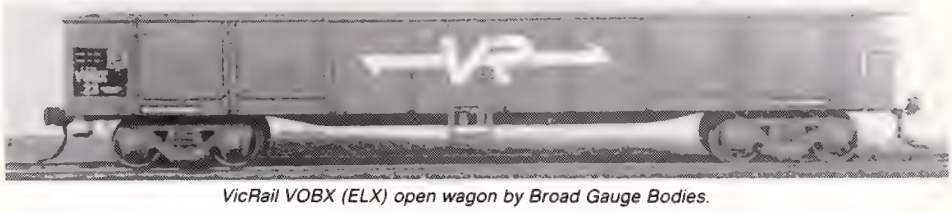
On the track the model performs well. It responds very well to the controller and easily negotiates No.4 pointwork. It has a top speed of 110 kph (68 mph) and a slow speed of 0.9 kph (0.5 mph). At all speeds the action of the mechanism is very smooth. While it only has a drawbar pull of 25 gram, it still has the ability to haul eight Lima passenger cars on the flat and four up a 1 in 30 grade. These performance details are very close to the prototype.

Mansfield Hobbies has an excellent record in importing brass locomotives. The model of the Z17 will only enhance that reputation.

Bob Gallagher.



NSWR Z17 class locomotive in HO scale by Samhongsa — a Mansfield Hobbies import.



VicRail VOBX (ELX) open wagon by Broad Gauge Bodies.

VicRail plain sided VOBX open wagon kit in HO scale by Broad Gauge Bodies, P.O. Box 137, Daw Park, 5041. Price: $8.45.

The VicRail (V/Line) VOBX is a 46' general purpose bogie open wagon which can be divided into two groups: those with smooth sides and those with corrugated sides and doors. The kit under review is of the smooth sided style which was issued to traffic in 1961. A very detailed prototype article and plan on this group of VOBX wagons can be found in the October 1981, Issue 110 of AMRM.

The kit is supplied in the now familiar BGB packaging and consists of polyester castings, wire and styrene for detailing, decals and assembly instruction sheet. The parts as supplied were straight and relatively free of flash with only minimal filing required.

Assembly of the kit should have been a fairly straightforward task; however the ends as supplied were too narrow compared with the floor casting. On closer inspection of the plan in Issue 110, the ends were found to be approximately 6" too narrow. This problem was rectified by gluing a strip of 30 thou. styrene to both edges of the end castings. This brought the ends to the same width as the floor and assembly was then relatively easy and straightforward. A small amount of body filler was required to finish off the coping on the end of the model where the styrene was inserted.

With the addition of handrails and shunters steps, the kit builds up to a fine model which, after altering the ends, scales out fairly accurately. As with all kits, care taken in assembly will reflect in the standard of the finished product.

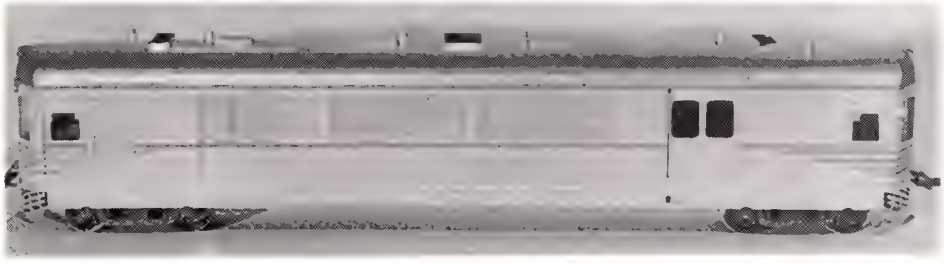
Note — for modellers using the plan in Issue 110, the dimension printed for the ends (9'0" or 2743mm) does not correspond with the drawing. The overall width for the VOBX should be 9'8⅝" with an internal width of 9'0".

Graeme Pantlin

This photo illustrates the fine detail on the front of the Silver City Comet cars.

Silver City Comet Power Van (Code DP) by Main West Models. Available from Casula Hobbies, 245 Northumberland St., Liverpool, NSW 2170. Price: $46.50 (individual kit) or $75.00 for a set containing power car and two standard trailers. Patterns by Stephen Johnson Models, production by Main West Models.

The kit is modelled on the DP class power vans as they currently appear in service. Originally the Comet went into service in 1937 and underwent a major rebuild in 1953. The Comet has also undergone several colour changes. The Comet consists of a power van, DP, which is really a diesel



Silver City Comet power car in HO scale by Stephen Johnson Models/Main West Models.

hydraulic loco, and a number of trailer cars including first, economy, composite (first/economy), dining and baggage. A number of conversions from these have also taken place. The makeup of the consists has also varied over the years as has the use, but currently the sets are used on Parkes-Broken Hill and Parkes-Orange services.

Casula Hobbies has available an excellent information sheet which describes in detail both the prototype and the model. I would recommend obtaining one of these sheets prior to, or at least at the same time as, buying any Comet models. Currently Main West have available a basic set (DP power van plus two basic trailers), DP on its own, the basic trailer car and the dining car. The guards/economy and baggage van are to follow.

This review deals only with the DP power van. The kit is manufactured mainly from epoxy castings with the side windows in glass. Additional details include brass etched pilots, clear plastic for some windows, sundry wire, nuts, bolts etc. and a full set of decals for both Tuscan and Silver/Grey colour schemes.

The modeller is required to supply two 24.5mm SPUDs. Included in the kit are parts to adapt the SPUD to the Comet mounting system. A Comet specific power chassis currently under development by Casula Hobbies was not available at the time of review. Additional parts required are a pair of three chime air horns and possibly a pair of headlight lenses.

The power car kit was assembled as per the instructions and no major problems were encountered. I would recommend that both sides be checked for length and adjusted to equal length if necessary. The fitting of the ends to the side will more than likely require a deal of work to remove excess flashing to ensure a perfect fit. Continue this work until the entire model can be dry assembled with all join lines, as described in the instructions, aligned correctly. Then proceed to glue up as instructed. This fact is inherent in the nature of epoxy kits and in no way detracts from the kit. The extremely complex end castings have removed so much work for the modeller that a little time and patience in the preparation will be more than rewarded.

The fitting of the roof also requires some judgement. The roof on the review model was a few millimetres short and this was a blessing as it allowed the roof position to be adjusted so as to place the various roof details as close as possible to the respective side details. If the roof happens to be correct in length (long epoxy roofs tend to have shrinkage variations) then it may pay to study an outline drawing of the DP as just fitting a correct length roof may put a flue or vent slightly out of alignment. Filling the gaps is quite easy with your favourite gap filler.

The SPUDs need to be modified prior to fitting. I can only suggest that you study this part of the instructions carefully if you are unfamiliar with SPUDs. The instructions are complete and well written and the job is not difficult if you understand them and follow them. The soldering tips are also very useful and if unfamiliar with soldering details, a little practice on the waste material will be worthwhile.

As usual with epoxy kits, the standard of the finished model will reflect the time, skill and patience put into it. The manufacturer has provided the potential for an excellent model.

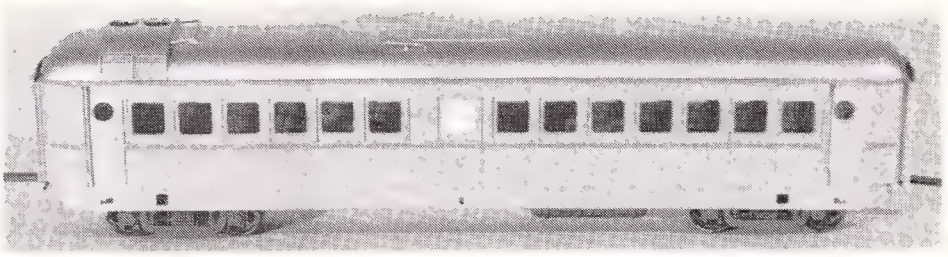
One note regarding performance. The trailers weigh in at around 125 grams and if you intend to operate a full Comet set up 2½% grades, and remember the prototype runs a full set only on the flat, you may have to experiment with weights in the power car. Another thought worth considering is to wire up the SPUDs in parallel to smooth performance over gaps, crossovers and the like.

The Main West Comet Power Car (DP), together with its trailers (reviewed elsewhere in this issue) should make an excellent addition to any NSW prototype layout. The modeller can determine the length of his train by the depth of his pocket but for $200 you can have a power car plus four trailers. Well recommended.

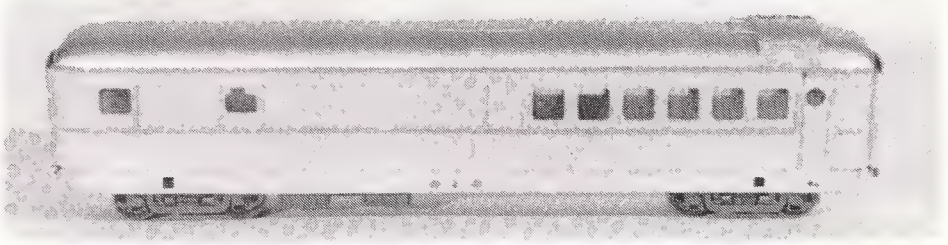
Phil Collins

Silver City Comet trailer cars (DB, DC, DEF, DR, HFT and DH) by Main West Models. Available from Casula Hobbies, 245 Northumberland Street, Liverpool, NSW, 2170. Price: $22.50 (the basic set of power car and two trailers sells for $75.00).

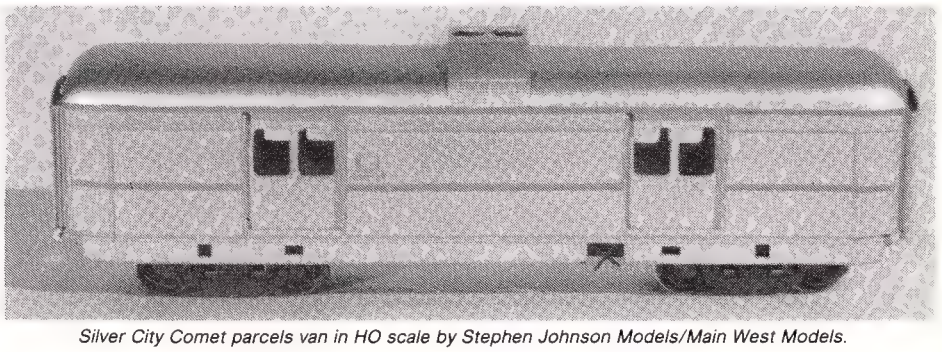
This review describes my experience with both the standard trailer and the dining car. However, I would refer you to the review of the power car (DP) elsewhere in this issue. Further, Casula Hobbies have an excellent information sheet on the Comet, both prototype and model.



Silver City Comet 1st/2nd class trailer car in HO scale by Stephen Johnson Models/Main West Models.



Silver City Comet restaurant car in HO scale by Stephen Johnson Models/Main West Models.



Silver City Comet parcels van in HO scale by Stephen Johnson Models/Main West Models.

The two kits currently available are the standard trailer which makes up any one of DB (first), DEF (second or economy) and DC (first/second composite) by applying the necessary decals. The DR dining car is a separate kit.

The kit comprises epoxy castings with glass windows and necessary details including wire, nuts and bolts and decals. The modeller is required to supply four wheel sets to complete the model. Casula Hobbies have produced a variation of their turned brass wheels especially for the Comet/500 class trailers complete with inside bearings.

The models were assembled as per instructions and no problems were encountered. The usual instructions with regard to adjusting both sides for length etc. apply. The roof castings were perfect on one kit and a millimetre or so short on the other and therefore required minimal filling.

One recommendation the manufacturer makes is to use spacers, say balsa, to hold the sides at the correct spacing while gluing the roof in place. I strongly commend this after not using it on the first model. I did use it the second time. The moral is to thoroughly read all instructions twice before starting a kit.

One point to impress is that the roof goes only one way on the prototype so follow the instruction diagram carefully. With the DR car there is not a separate set of instructions. However the six window ends have the fans as in the standard trailer.

The kit produces a good model if the necessary care and attention is applied. Stephen Johnson Models produced the patterns and Main West Models carried out the production work. Well recommended.

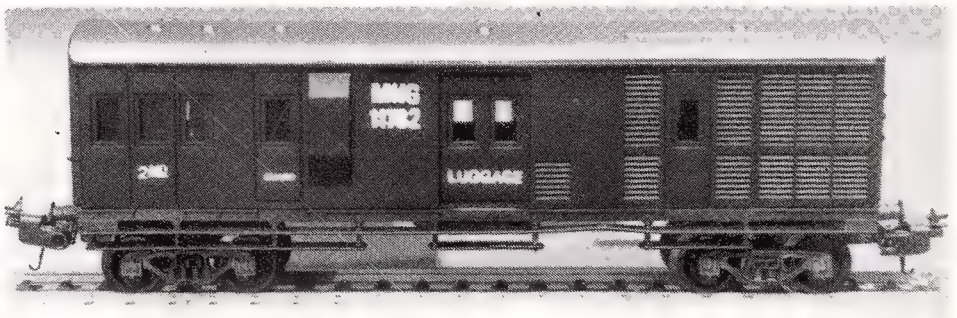
P.H. Collins

NSW MHG guards van. HO scale model by Trax Model Products Pty Ltd. Price: $10.95.

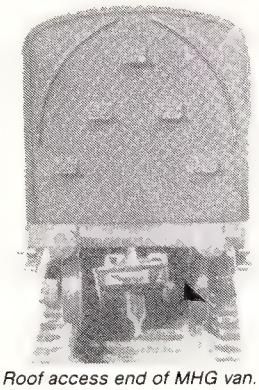
There were originally 200 of these steel guards vans delivered to NSW between 1951/53. They were manufactured by Metropolitan Cammell, Birmingham, England. The first two were imported complete, whilst the remaining 198 were assembled here. The vans were originally fitted with an Andrews type of bogie and were painted black with silver roofs. They were numbered in the 11,000 and 12,000 series. In later years the vans have undergone many and varied modifications. Five were converted to EHG power vans for special purpose working. All MHG vans now in service are painted in the Indian Red colour scheme and are fitted with ATA (2AT) roller bearing horizontal frame bogies.

The ready-to-run model depicts the MHG in its original guise. It is black with a silver roof and is numbered 11782. It comprises a one piece body, a clear plastic window insert, a floor section (with cast on side steps), and a metal weight which fits at floor level. The bogies are of a Bettendorf style, with plastic wheels to a semi-course profile. The couplers are part of the bogies and pivot accordingly. The couplers on the model are of the European type (Lima, Fleischmann, etc.). The attractive green and gold box in which this model comes states that three interchangeable sets of couplers are provided. Not so. It seems that they were overlooked during packaging and are being shipped separately. Check with your hobby dealer for yours.

The detail on this model has been well executed. The important items, the louvres, are correct in number and profile. Roof vents are cast on in semi-



NSWR MHG guards van in HO scale by Trax.



Roof access end of MHG van.

relief. The battery box, the only piece of underbody detail on this model, has been cast on in semi-relief to the centre steps. The model is devoid of marker lamps and side handrails, although there are simulated curved rails on the passenger compartment end. To the eye, the roof curve appears a little shallow.

Dimensionally, the model measures out correct in length and width. However, it is 6'' too low in body height and the bogie centres are 6'' too far apart (no doubt to compensate for coupler length). Lastly, the code lettering and numbers are a scale 10'' high (almost twice as big as they should be).

There are two inaccuracies in the model. Firstly, there should only be one dog box compartment, on the left hand side. Secondly, the door in the perishable compartment, also on the left hand side, should be diagonally opposite the one on the right hand side. On the model it is directly opposite.

To the scale conscious modeller, the inaccuracies are no real problem and can be easily rectified with basic tools. By and large the model lends itself ideally for super-detailing (side handrails, full roof vents, proper battery boxes, etc.). Similarly, the bogies can be discarded and a more to-scale type fitted, once the body has been lowered accordingly. Body mounted couplers can also be fitted. Actually, the model can be quite easily updated to the MHG of today (or should I say NVMF!).

Regardless of whether you are an average modeller who is quite happy with out-of-the-box models, or a scale conscious modeller who likes kitbashing and super detailing, this model should satisfy both. It is a van that is a definite 'must' for all NSW prototype layouts.

Allan Brown

A Lineside Look at Model Railways. Videotape, available from Chess Valley Films & Video Limited, Film House, Little Chalfont, Buckinghamshire, England. Price: £UK24.95 (plus postage).

As of yet the presentation of railways by the Videotape medium has not made much impact here in Australia. Our PAL/SECAM system precludes the use of the American NTSC system of tapes, unless of course one has a multi-system recorder.

On the other hand, the English PAL system is compatible with ours and it is from that country that most of our railway tapes are likely to originate. Unfortunately, at this time, railway- oriented video tapes are still in their infancy in England and we have only a mere handful to select from. A Lineside Look at Model Railways is one of them.

This unique programme is 50 minutes of compulsive viewing that you'll want to run again and again . . . and each show will reveal a little more about the enchanting world of the modeller's railway.

Featuring some of the finest hand-built layouts in the country, the programme is suited to general audiences in all age groups.

The programme is entertaining and informative from start to finish — it is beautifully photographed and lit and Bob Symes, as presenter, brings a geniality which makes it a friendly and warm production.

Opening sequences show a clip of the 'Bluebell' line, followed by a magnificent sequence of the entire length of the model railway club's 'Chiltern Green' to an accompanying music track of 'I'm a Train' by The Kings Singers.

The accent is on each featured work of art — locomotives and carriages, scenery and perfectly scaled models and scenes from real life situations.

There are garden layouts — like Geoff Bigmore's 'Bigston' and Bryan Burchell's 'Daventry Garden Railway' . . . highlighted with delightful shots of gardens, ponds and waterfalls — even goldfish swimming beneath the railway bridges as the trains pass overhead.

There's Mike Hayward's 'Chesil Bay', Barry Norman's 'Wyndlesham Cove', Dave Rowe's 'Axford' — an unforgettable model with its views of Honiton High Street, stallholders in the market, the Station Master's bicycle (with spokes made from the owner's hair) — even a little village school, which alone took 250 hours of concentrated modelling.

There's a 'How To' section on trees, as Shirley Rowe clearly and concisely takes us stage by stage through construction.

Dave Lowery's 'Bevleys' is enchanting; Martin Brent takes us on a trip around 'Rye Harbour'; Frank Dyer runs to a precise timetable with 'Borchester Market' and 'Bromford & High Peak' is breathtaking in its detail, complexity and overall area of 60' x 30' — arguably the most valuable personal layout in the country.

Each model is unique and entirely different from the others and a number of gauges are featured.

The programme is available on VHS, Beta and Philips 2000 formats. It comes in a robust black plastic container with an attractive red dust jacket.

On my copy I found the quality to be superb and free of distortion, sound bars, flashes and the like. It plays without any adjustment to the tracking knob.

Admittedly, all layouts are British, but the philosophy behind each layout, the methods used in their construction, plus the scenery techniques (particularly Shirley Rowe's trees), provide some form of interest to all modellers, regardless of the prototype leanings.

This is an excellent tape, and one that I favour strongly. It is well worth the money in sending overseas for. I believe there are others in the making from Chess Valley and I would hope that some enterprising retailer over here might consider importing them for private home viewing.

Allan Brown

VicRail VHGY bogie grain hopper kit in HO scale by Broad Gauge Bodies, P.O. Box 137, Daw Park, 5041. Price: $14.00.

The VicRail (V/Line) VHGY/GJF bogie wheat hopper was introduced in the late 60s as an eventual replacement for the ageing four wheel GY wagon. The initial order of 100 wagons were of aluminium fabrication, however subsequent orders have been of steel construction with minor variations applicable to each contract. The model produced by BGB represents the steel version constructed by Steelweld Vic. in 1968/69 for the then Victorian Railways. These wagons were allocated the number range 101-200.

The kit is of the usual polyester castings which consist of three main body sections: hopper discharge assembly, loading hatches and other castings and detailing components necessary to complete the model. Also supplied is a good set of VR decals including three codings currently in use, i.e. GJF, GJX, VHGY. The main body components are cast as solid sections and will result in an unusually heavy model. In the instructions reference is made to lightening the wagon. However the manufacturer hasn't detailed how this is to be achieved.

The kit was assembled as per the manufacturer's instructions, with particular care taken in preparation of the mating surfaces of the main body sections. Patience and care will ensure that the model is square and straight and, with the application of auto putty to hide the joins, a smooth sided model should result. Basically, the rest of construction was straightforward except for detailing of the brake components. Although the instructions were well detailed in this area, personal observation of the prototype would further enhance the photographs and diagrams supplied. The instructions also gave direction to paint scheme and decal positioning; however the decal instructions were somewhat 'wordy' and it is felt that diagrams and/or clear photos would have been more beneficial.

Overall, the kit assembles into a good representation of the prototype and appears proportionately correct. The wagon would look at home on any modern image VicRail layout and for the current day modeller, the application of BGB's V/Line grain decal (available separately) would further enhance this fine model. The only disadvantage found with this kit is the overall weight of the finished product, approximately 210 grams (8 ozs).

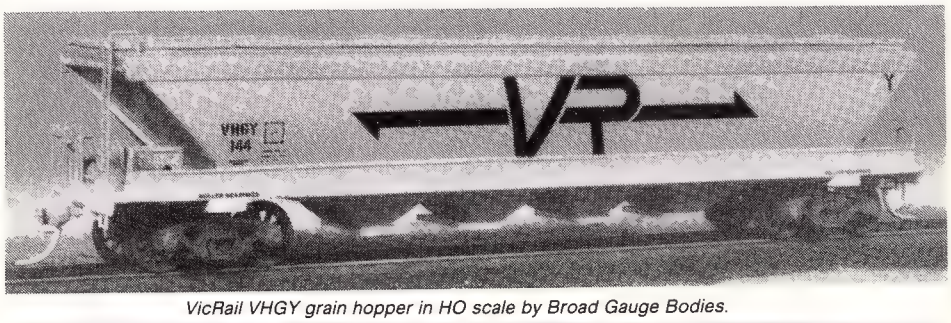
This kit is not of the usual BGB assembly and this is reinforced by the manufacturer's warning that the kit isn't recommended for the beginner. However, with patience and care, most modellers with kit building experience should not encounter too many difficulties. As with all kits, the finished product will reflect in the modeller's ability and effort taken.

Andrew Barkla

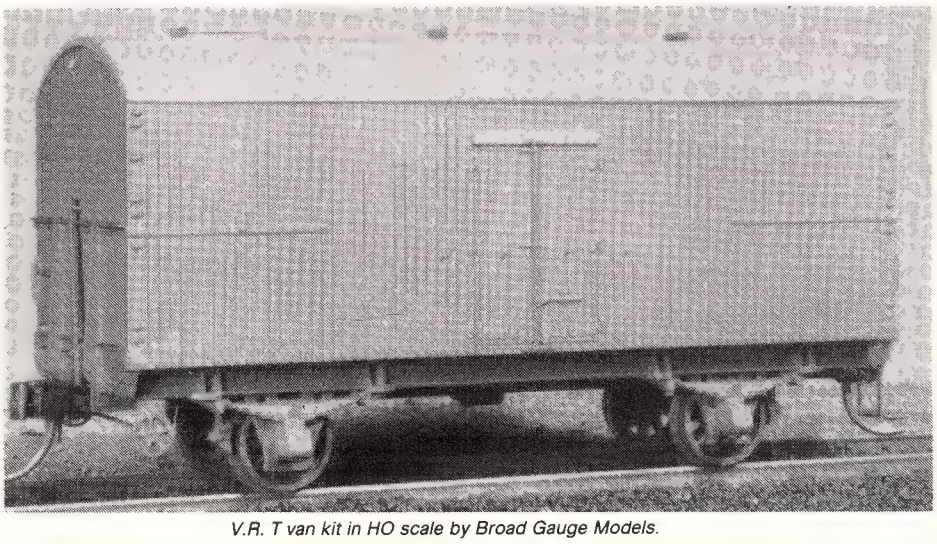
VR T van kit in HO scale by Broad Gauge Models, P.O. Box 136, Boronia, Vic., 3155. Price: $8.20.

The T van is designed for the carriage of perishable goods requiring refrigeration in summer. The wagon has roof hatches to enable the ice to be loaded and is heavily insulated to remain cold for several days. Many variations of the T van have seen use on the VR. Refer September/October 1977 AMRM for details and plans of all these variations.

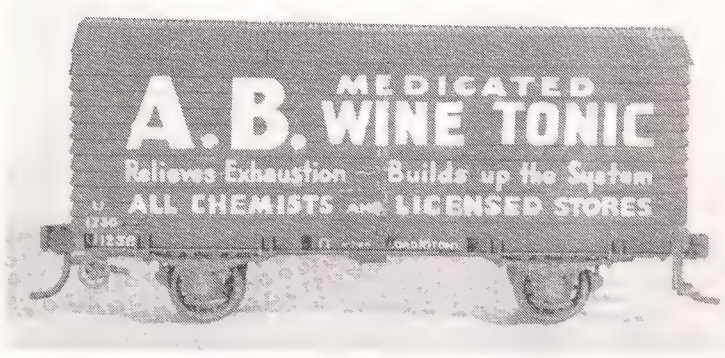
The model is based upon the 16 ton wooden bodied version introduced in 1909 with a six wheel underframe. These wagons were rebuilt in the 1930s with four wheel underframes and then a further five were again rebuilt in the late 1950s/early 1960s with high speed bogies for use on the Mildura line. These



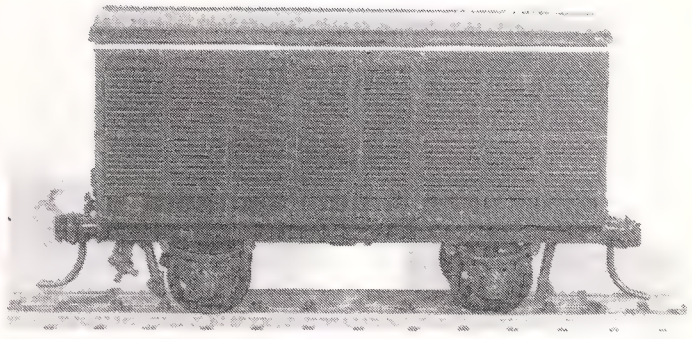
VicRail VHGY grain hopper in HO scale by Broad Gauge Bodies.



V.R. T van kit in HO scale by Broad Gauge Models.



A.B. Wine Tonic decal by B.Harper.



NSWR LV louvre van in HO scale by Bergs Hobbies.

wagons were coded TP, being suitable for inclusion on passenger trains.

The kit is supplied in a clear plastic bag with card top and includes three sprues of parts, injection moulded in grey poly styrene, two 10.5mm North Yard wheel sets, a short length of styrene microstrip for the end drain pipes and the all- important instruction sheet.

Two of the sprues each contain one side, one roof and two ice hatches, while the other is identical to that supplied with the U van kit and has the floor (with detailed underframe), two solebars with axleboxes, brake shoes, brake cylinder and air reservoir.

All of the fine detail on the prototype has been accurately reproduced on the model, including door latches, hinges and metal end and side bracing, complete with bolt heads.

The instructions should be carefully studied as the final result will depend on the care taken during assembly of the kit. When using liquid solvent cements such as those recommended for this kit you seldom get a second chance during assembly. Extra care should also be taken when cutting the parts from the sprue as the moulding lugs are quite thick, especially those on the roof.

The kit was assembled without any major problems. However it was found necessary to trim the locating lugs on the back of the wagon ends to ensure that the sides are a neat fit and also to enable the floor to fit correctly.

One complaint to come from the kit is that the roof would appear to be too short. On the review sample there is little or no overhang on the ends of the wagon, whereas there should be approximately 3'' at each end.

The wagon can be painted in your favourite shade of VR red with a light brown roof as suggested in the instructions, or decorated as an advertising van with decals produced by Broad Gauge Bodies.

The lettering of the standard wagon is one area where the instructions are a little short on detail as the accompanying photo is not clear in this regard and the prototype is virtually impossible to locate these days. A diagram or close up photo would be of great benefit.

As with the U van kit, Broad Gauge Models have produced an excellent kit that can be assembled as per the instructions or can be kitbashed to resemble one of the many variations of this class of wagon. Every VR modeller should be able to use quite a few of these kits.

Jim Leppitt

AB Wine Tonic decal for V.R. U van in HO scale by B. Harper. Available from Box Car Hobbies, 12 Victoria St., Coburg. 3058. Price: $2.00.

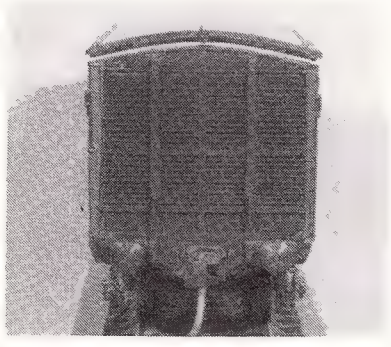
This decal is another in the range being supplied for the VR market. It is the second by this manufacturer. It is supplied in a poly bag along with a sheet of instructions. The decal is printed white on a clear backing.

The instructions are brief, in fact too brief. It does not mention the vehicle upon which it should be attached — a V.R. U van. It does not mention the required paint finish for the van — dark blue. It does not give any special instructions as to placement of the decal or where an illustration can be found — refer to page 44 of the April 1983 issue of AMRM for a colour photo. The instructions do however indicate how to apply the decal.

The first decal from this manufacturer was difficult to apply — this is not the case with this decal. It was the easiest, and possibly the best this reviewer has yet to work with. It went on so easy, sitting down over the louvres and into channels without any problems at all. Although not recommended by the manufacturer one side was applied with the decal being cut into sections. This side went on easier than the first, the smaller pieces easing the task of removing the air bubbles.

Now, if only the Henderson Spring decal could be released on the same decal paper. Excellent product!

Graham Ball.



NSWR LV four wheel louvre van kit in HO scale by Bergs Hobbies, 261 Church Street, Parramatta, 2150. Price: $10.95.

NSWR and louvre vans . . . a diverse subject. In 1948 there were 560 LVs listed as 'in traffic' on the NSWGR register. These could be broken up into at least five different groups, and maybe more. By the mid 1950s many of the vans had been 'modernised' by the fitting of the now standard four wheel underframe which was 18' long and had a wheelbase of 10'. By 1970 there were 165 listed on the books and the number diminished until the mid 1970s when most were withdrawn.

The model is based upon the 20' long, 11' wheelbase version. While the 1948 records do not list this version, many were found in traffic and as Way and Works vehicles by the reviewer in the late 1960s. It has a timber body and louvres and channel iron underframe. The W irons resemble the 'S' wagon style but were in use before the 'S' wagon underframe became the standard.

The kit is manufactured in Wales and is supplied in a poly bag. The brown or black mouldings are supplied still attached to the moulding sprue. These parts include floor, roof, sides, ends, brake shoes, buffer beams, W irons and journals, buffers, brake wheel and mounting bracket, brake cylinder, 10 spoke 10.5mm wheels on 26mm long pin point axles. The lower (first) roof is supplied as a section of 0.020'' styrene and four bearings are attached to the assembly instructions sheet.

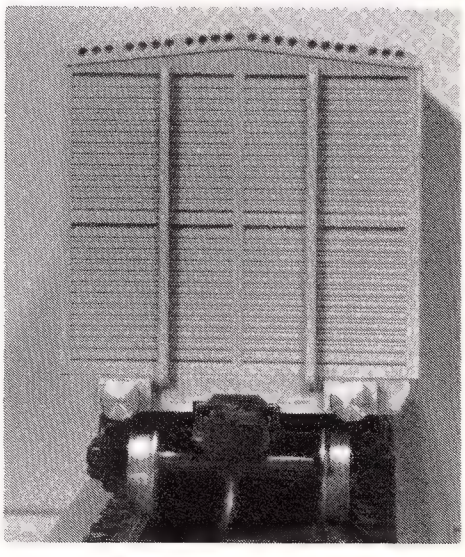
The assembly instructions are brief and crudely produced but are sufficient to allow the model to be assembled. While the model is relatively easy to assemble some special effort is needed so that the joins in the individual components are not visible. When this is accomplished a highly detailed body is the result. Detailing such as rivets, louvres, bolt heads, hinges, door latch and marker lamp brackets are clearly visible.

Some problem was encounted when fitting the double roof, so a thinner (0.010'') section of styrene sheet was used as the first roof, this being supported along the peak of the roof with thicker styrene. The canvas/malthoid style second roof then fitted and looked correct.

Problems were also encounted with the underframe. While the manufacturer has supplied all parts as individual items. When attaching the axle boxes to the sole bar it is wise not to refer to the rivets on the sole bar as a guide. To do so will result in the axles not being parallel to each other or the end sill, and thus poor running. Dry fit the sole bars, measure the attachment distance from each end and then glue in place. The quality wheels and bearings correctly fitted produce a smooth rolling model. The buffers are a shade short in length, but this is an asset for it allows the Kadee No.5 coupler to be mounted normally without the fear of buffer lock.

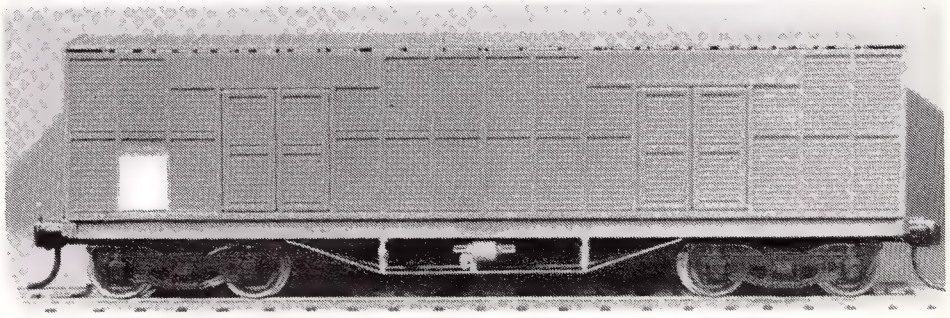
This kit is a very good base upon which to build an excellent model. While, like all kits, it will reflect the ability and attention given by the modeller it should be within the ability of most modellers, but not recommended to the raw beginner — a second kit yes. Probably the best model from this supplier/manufacturer combination.

Es Davies and Bob Gallagher.



NSWR MLV Louvre van kit in HO scale by Mini Models, P.O. Box 261 Parramatta, 2150. Price: $17.95

The prototype of this van was covered in detail in the August 1982 issue of AMRM. It is described as the 29 ton MLV and is distinctive from all other NSWR bogie louvre vans by its aluminium body and apexed roof style. They were 40' in length and ran on rivetted



NSWR MLV aluminium louvre van in HO scale by Mini Models.

bogies. There were 25 in the class, being numbered 25675-99. As supplied in 1947, they were painted in a silver and black livery, which changed to the gunmetal lacquer over the years. All vehicles were able to run on passenger services, this being signified by the red diamond on the reporting plate.

The model, manufactured in Denmark, is supplied in a poly bag capped with an illustrated card top which doubles as assembly instructions. The van components have been moulded in a grey polystyrene and all parts are attached to the moulding sprue. These components include floor, roof, ends, sides, reporting plates, buffer beams, queen post cross member along with brake cylinder and receiver.

The bogies are supplied as black polystyrene mouldings and are attached to the sprue. Axle holes have been moulded in place. The wheels are plastic 10.5mm diameter disc type affixed to a pinpointed 25.8mm long metal axle. Also supplied are two styrene discs for mounting of bogies, a metal weight and a set of decals for the reporting panel and the red diamond.

The assembly instructions are based on the text orientated style, while a simple photo of the prototype is illustrated on top. The instructions are basic but sufficient to complete the task. Detail on the model is very good, including most items affixed to the body of the van except grab irons and marker lamp brackets. The underbody detail is very basic the main items missing include queen posts and truss rods and the brake wheels.

The model is very easy to assemble and all component joins are completely hidden. Some problems were experienced with the solvent securing the parts together, but this did not appear to be a universal problem. As the manufacturer does not recommend any special solvent, experiment with the parts of sprue before working on the model.

Fully assembled the model is a good representation of the prototype. It is dimensionally accurate and the Kadee No.5 coupler is the correct height although as the model was detailed with buffers it had to mounted 2mm forward of the buffer beam (allowing coupling without buffer lock). The model illustrated in the photograph was detailed with St George Hobbies brass buffers and Kemtron DRG queenposts fitted with wire truss rods. The bogies have been fitted with Casula pinpointed brass wheels while bearing have been fitted to the bogies. Five thou styrene sheet was fitted as the reporting panels instead of the thicker units supplied.

This kit is the basis for a fine model, that even the very raw beginner could tackle and expect a good result. Naturally, the final result will reflect the level of detail applied, but on its own it stands up well.

Es Davies and Bob Gallagher.

MAILBAG

Continued from page 32.

Sir,

Although I have been a keen reader of AMRM since 1975 I have finally been moved to write to you by the letter from Gordon Tindall in the August issue.

My freelance layout is built on just such doors as Gordon describes, and I can assure him that I have found them most satisfactory. As he says, they require minimal support and I have had no problems with warping etc, although my layout is five years old and has also recently survived a move from N.S.W. to Tasmania. There are a few points regarding their use that I think are worth noting. The noise insullation is not good if track is laid directly on the door, but with cork underlay is quite acceptable — the hollows inside seem to create an echo effect if underlay is not used. I do not know how they would be if you are the kind of modeller who uses kilos of plaster in your scenery and winds up with a layout weighing half a tonne. Personally, I find styrofoam and good old fashioned newspaper and wallpaper paste (do **not** use flour and water — it goes mouldy!) can produce all the hills, mountains etc. that I require. It may take a week to dry but I finish up with a light and strong baseboard that I can carry on my own if necessary.

Another scenic tip I discovered by accident some time ago, is the use of old terry towelling car seat covers for 'grass'. When the covers in my car, which has started out as a sort of tan/beige colour had worn past their best and the sun had faded them considerably, I found them excellent as ground cover, stuck down with diluted PVA, the 'stretch' allows the material to follow almost any contour without wrinkling.

Continued on page 50.

AMRM NEWS

Compiled by Bob Gallagher

Well, last issue made it — just. A few days late unfortunately. Despite the extra effort of all, including the printer, the issue came off the presses a day late. This rebounded into a delay of one week for shop copies. This episode is a prime example of the problems faced by any organisation operating on volunteer workers. In the case of the last issue, we are only able to get the packers together on Friday evening, and when the designated night is missed, we have to wait a full week.

This is not the first time that we have had a problem and no doubt it will not be the last.

What . . . Colour Again

Yes, despite plans to the contrary we have colour on the cover again this issue, and we plan for more next issue. The inclusion of colour on this regular basis is for a trial period and only positive reaction in many areas will see it remain. The cost is only one factor. Unfortunately, the inclusion of colour increases the work load of our already overworked staff, and unless this load diminishes with experience this will probably cause the demise of regular colour in AMRM. Why mention this?

Well, we look upon AMRM as OUR magazine, the 'OUR' encompassing every reader. We hope, by making this plea that some of you may give some very serious thought to contributing articles for AMRM which include a bit of colour that will assist AMRM readers. The right 'colour' photo, be it slide or print is not easy to obtain, but maybe if a few more were trying, out task would be easier.

Thanks John

All regular readers of AMRM will be aware of the improvement of AMRM over recent years. There is little doubt that the credit for most of the big improvement in the last four years can be laid at the feet of John Casey, our talented article layout man. John works in the Graphic Arts industry and he brought to AMRM a professionalism that we did not consider possible. John took over a task that was time consuming and bought a fresh look to AMRM.

Unfortunately all good things come to an end, and due to the pressure of his regular duties, he has had to step aside. This will leave a deep hole in the AMRM production team, and any serious offers to fill this hole would be deeply appreciated — contact the Editor at PO Box 4, Little Bay, 2036.

Fortunately, John will still help steer AMRM down the right path by remaining as an adviser, and this does help soften the blow of his loss a shade.

John, on behalf of all AMRM readers, thank you for your efforts and assistance over the last four years. The pleasure was ours.

Birthday Greetings

While model railways have been a popular pastime in Australia for many years it is unusual for individuals to stay in the hobby for long periods. The George Berg's, Peter Duckett's and Bill Gardner's of this hobby are not the norm. It is thus pleasing to note that McBees Hobby Centre have reached double figures. What started as a group of guys (with surnames starting with 'Mc' or 'B' — thus McBees) striving to supply the modelling fraternity with products not available in Australia, and resulted in rewriting the rule book on Import to Order (from Walthers) for scratch builders and more recently to the suppliers of less popular non powered brass models. They have certainly made their mark in the hobby especially as they were part timers. Their desire to please and give service is very evident.

While celebrating ten years in business Ray (Batty) and Jeff (McLaren) have decided to call it a day as retailers and retire to a quieter life. McBees has changed hands, and the new proprietor is Trevor Doran. Under Trevor's management McBees will revert to opening at normal retail hours and there will be a concerted effort to build the range of products available. The name of the shop will also change to The Buffer Stop. AMRM welcomes Trevor to public life in the hobby and we look forward to more delightful models from McBees/Buffer Stop.

While envying Ray and Jeff in their new leisure time, it is great to note they they will not be completely leaving the commercial side of our hobby. They will continue to trade as Tyren Distributors, marketing Detail Associates and their fine range of brass models from The Model Company in New Zealand.

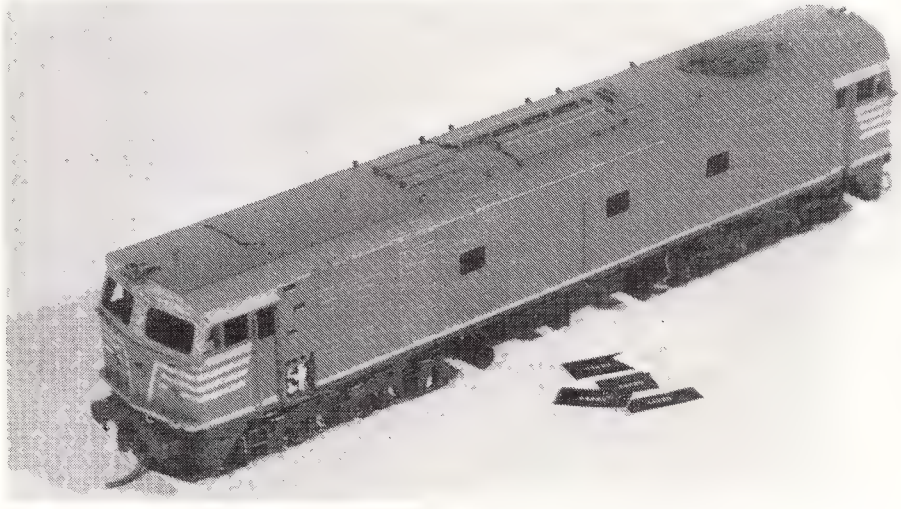
It would seem fitting on this occasion to make mention of the contribution by McBees towards helping us at AMRM keep readers informed of new products in the form of review samples and product release publications. Specifically, this scribe would like to acknowledge the contribution in the way of support and constructive criticism by Ray Batty, especially when we were contemplating the computerisation of AMRM. There are times when we all need support of one kind or other, and Ray certainly helped.

Welcome Back

Only recently we were decrying the demise of the Dockyard, when their doors in Swanston Street, Melbourne closed. While no-one can deny the importance of Dockyard to the Melbourne modelling scene, this organisation made a tremendous impression Australia wide with their many imported lines. Well, despite the demise of the shop it does appear that we as modellers will still benefit from some Dockyard foresight, for most of the important lines have been placed with new agents. It is great to see that North Eastern timber shapes will still be available (for no-one supplied this better than Dockyard) from . . . North East Models, and we are pleased to learn that Peter and Patty Duckett will remain in the hobby, supplying some of the delightful brass engines that become available from time to time.

Hobby Shop Requirement

What are the requirements of a good hobby shop? No doubt all modellers have their own requirements but may we suggest a few — and we do not include the stock which we all presume is on the shelves. A kind face is one prerequisite, and a smile is a must as the money is extracted; hot coffee in a clean cup can help to retain the would be purchaser in the shop longer so that he may be tempted in buying something else, and finally trouble free parking. One can only consider the disappointment when one is met with a $25 fine for parking just after being



Pictured above is the pilot model of Casula Hobbies N sale model of the NSW SRA 442 class diesel locomotive. The model is being manufactured by Samhongsa of Korea.

These two photographs illustrate the latest offering from Samhongsa via the Berg's Hobbies stable. These HO scale models of the NSWR CPH/CTH railmotors epitomise the best in brass models as the photographs clearly illustrate. Highlights include see through radiators, cow catcher and full underbody detail. More details later.

stripped of $300+ for a brass model.

Cat'Idogs 'n Magazines.

The Herkat range of model railway products is new in Australia and is being distributed by Hobby Yard, Box 254, Melton, 3337. Primarily, Herkat produce accessories for scenery, wiring, lighting, track cleaning and steam sound for HO and N scale. A price list is also included.

A name linked with model railways and quality over the years is Marklin. Marklin modellers show a parochial attitude, very much like football team supporters. They will hear no wrong against their product and they remain loyal for years and years. Marklin has supported this loyalty in many ways, including the production of a magazine. The strength of this support is once again on show in the form of a special print run of 'Marklin Magazin' in English to celebrate 125 Years of Marklin. Inside the colourful cover is the history of Marklin, models, models and more models. All scales are included Z, HO, O, I, II and III. Naturally there is coverage on the 'Crocodile' and the airship on rails 'Zeppelin'. The Magazin is on sale at Marklin stockists at $3 a copy. If you have an interest in model railways, make sure you have a look at this publication — if you cannot borrow it, or browse at it in the model shop , why not buy it.

Deadlines

There appears to be some confusion by many readers over the meaning of the advertised magazine deadlines printed in each issue. These dates refer to display advertising only.

The article content of AMRM is prepared well in advance of the scheduled publication date. The realistic deadline date for an article is six months prior to publication. This time span allows adequate preparation, with text, diagrams, additional photos, etc and it allows the editor to balance the content of each issue.

The news section of AMRM is tapered off two weeks before the advertising deadline. This allows the necessary text and photographs to be prepared for presentation. Items for the Review and Preview section are prepared as they come to hand. In the case of a kit, it is first assembled then photographed and then the text prepared for publication. Letters for Mailbag are accepted as late as possible, the criteria being our ability to prepare the text for typesetting. Since beginning to use a computer for typesetting we have been able to extend the NEWS section to cover events closer to publication date, but somewhere along the line a deadline has to be set and obeyed.

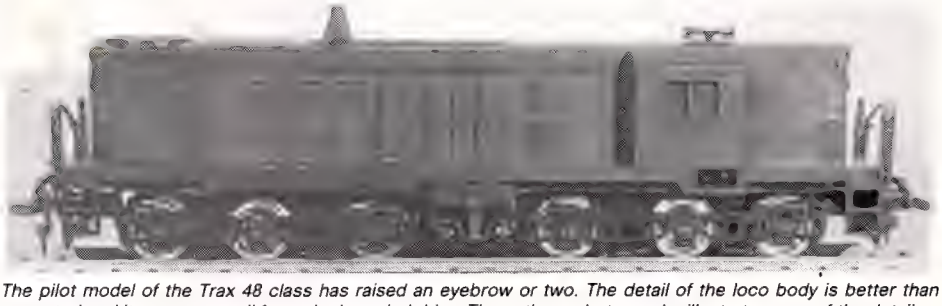
The deadline for Hobby Shop Directory and Market Place closes seven days before the advertised deadlines. Latecommers for these sections are only included if time permits.

Finally the advertising deadline date — it is always the busiest time at AMRM. Generally the phone runs hot all night. Advertisers checking if their copy has arrived and would be advertisers advising that they are running late. It is only on this date, when the total advertising content has been established, that each issue can be finalised. If the number of ads is down, we fill the pages with 'filler' (non feature) articles; if the ads are up the 'filler' articles go back in the drawer. If we did not have the 'filler' articles on hand the issues of AMRM would have a number of blank pages.

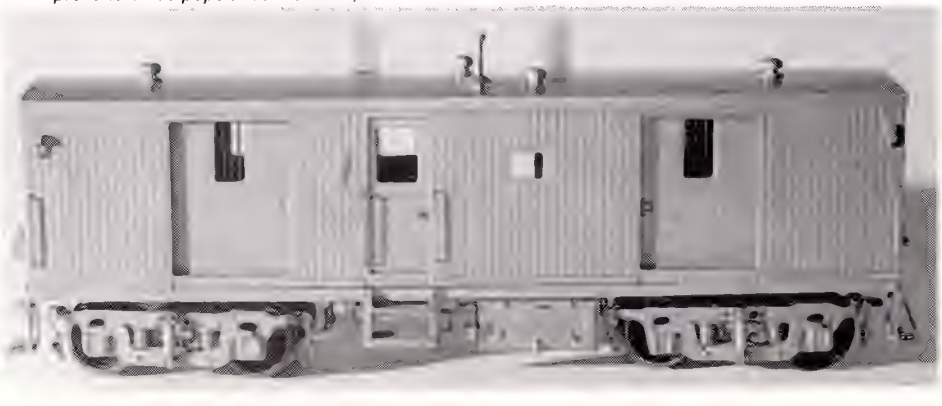
The regularity of the AMRM publication date is closely tied to the rigid application of the deadlines. Early this year we dropped the advertising date closer to the publication date, in an effort to assist advertisers. Unfortunately, while many helped, a few still dragged the chain and still sent their ads in late. Regretfully the reality of this has only added to the pressure of getting AMRM out on time. Shortly the advertising deadlines will be brought back to the previous level, approximately six weeks before publication.

In closing these comments we must advise advertisers that it is your responsibility to get your copy

Production run of the Samhongsa built, Broad Gauge Models imported HO scale V.R. Y class diesel electric locomotive.



The pilot model of the Trax 48 class has raised an eyebrow or two. The detail of the loco body is better than expected and it runs very well for a single ended drive. These three photographs illustrate some of the detail on this impressive model. To date three models have been painted up and put on display. The standard 48 livery was very good, while the livery applied to the 830 class was a shade too salmony (ie not enough orange in the colour). The most impressive livery of all is the 'Candy Stripe' livery applied by Casula Hobbies. If you didn't like the new SRA livery before, you certainly will after seeing this model. Word has it that some 48 will be here by the exhibition, but the shops will not get their supplies for a while after. There seems to be little doubt that the 48 will prove to be as popular as the MHG, which has been sold out as far as distributors are concerned.



Pilot model of the Model Company built V.R. ZLP guards van.

to AMRM on time. It is pointless ringing us up and advising that your advert "is in the mail" only to have a post mark on the envelope dated days after the call. Australia Post may have a few question to answer for, but advertisers must learn to use the system. If it takes four days for a letter to get from you to us . . . post you copy four days before the deadline. If you are running late, pay the extra for 'priority paid'. Affectively the ball is in your court, if you want to use the pages of AMRM to get to our 7000+ readers, abide by our brief number of rules.

New Look

Due to immense demand we are going to change the style and presentation of AMRM. There will no longer be a centre in the magazine nor a back page. In fact there will be no back in the magazine, nor will there be any left hand pages.

No we haven't lost our marbles, well not quite, but this has been caused by the number of advertisers and reader/authors who make specific demands for their copy. All advertisers seem to want to be 'up the front' and 'on a right hand page', while authors have special preferences as to where and how their article should be presented. By removing the centre, rear and left hand pages we eliminate this problem.

So when next you read AMRM, please treat all pages as right hand and consider that they are all up-the- front. Yes, we are joking folks.

Correspondence

Unfortunately our drawer of unanswered letters has been growing lately. We have not forgotten them, but once again time is very hard to find. Please bear with us for a while.

Can You Help?

AMRM is constantly seeking help to produce the magazine, and as we are striving to reduce the workload on a couple of our mainstays we once again make a plea. The pay is lousy, in fact the envelope is empty (What envelope — Ed.). What we can offer is satisfaction and the opening of a door into many facets of this wonderful hobby. Those interested need a few credentials, being interested in model railways, and a reasonable knowledge of Australian Railways. Professional experience would be great but the main quality we seek is enthusiasm, and the honouring of any commitment. The present team running the mag has been around for over ten years, and fresh blood would help all. If interested please write to the editor at PO Box 4, Little Bay, 2036.

Subscribers

The main group to benefit from the use of the AMRM computer is the Subscribers. In the past we had to close our books four weeks before publication; these days we have been able to bring it as close as two weeks before the mags go out. Very few publications can offer such a service, and yet subscribers still wait weeks after they have moved before they notify us of their new address. We at AMRM are liable for double postage for any magazine returned 'address unknown'. Our ground rules for subscribers wanting a replacement of their copy, after it has been returned is for the subscriber to pay the addition postage which can add up to 80c a copy.

We do our best to ensure that all subscribers get their copy, and if it fails to appear we send a second copy. Our ground rules here insist that subscribers advise our office of the non arrival within two months of the publication date. Unfortunately we do not honour the 'I do not remember receiving my January copy last year', or similar pleas. We will do our best, but you need to help a little.

COMMERCIAL NEWS

Arrivals.

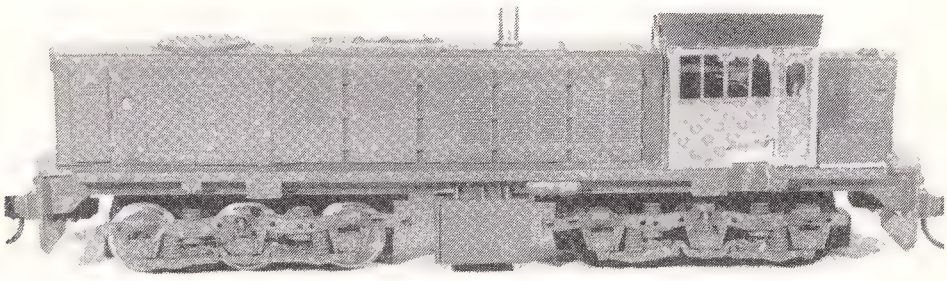
Lima have now started using a differently coloured box to contain their models. The new colours are an impressive black, blue and magenta. The release of the OO scale British Class 20 in Australia made use of this new image.

Main West Models/Stephen Johnson Models have released the DH parcels van kit and the HFT guards van kit completing the Silver City Comet set.

Data Sheets have released two new sheets, both based on the NSWR 4-4-0 17 class. One sheet covers the (Z)17 class as seen in the latter days of steam, while the other covers 373, as in service in the latter part of the last century.

Tempest Electronics have released a new controller, System 12000, which encompasses new technology. More details later.

There have been a few new brass models arrive in Australia from Korea recently. The Broad Gauge Models Y class, both painted and unpainted arrived in early August, along with the Mansfield NSWR Z17 class, the Berg's Hobbies CPH and CTH and most recently the ALCO V.R. H class.



The Stephen Johnson Models' Ho scale kit of the NSW SRA 47 class diesel electric has been released in limited quantities. The above model has been assembled on a Tyco mechanism (powered one end) with the bogie sideframes supplied fitted.

The Trax MHG guards van from Hong Kong came and went in July/August. Despite some obvious inaccuracies and poor quality control these models have proved to be very popular.

A new kit produced in Denmark for the U.S. market will be of interest to many Australian prototype modellers, especially if they include a town in the layout. The kit is of a two story dwelling, with a garage underneath. It is similar to many houses built early this century in Australia, although we did not have garages underneath. A real feature of the kit is that it is possible to build five different structures from the same kit base, but not from the same kit. The difference between the kits is the 'gingerbread' moulded onto the front panels. Although only recently advertised in America, they are available in Australia for around $7. The kit is in the 'Homes of Yesterday and Today' series of the 'Your Town USA' range, and are sold under the Internatioinal Hobby Corp. (IHC) brand.

Expected Arrivals

AR kits advise that three new models will be available soon. These include the BDX and CCX open wagons, the FWH wheat hopper and the MLE flat wagon.

Broad Gauge Models advise that the I wagon kit is now at the tool makers, and they look forward to the sample shots of this V.R. open wagon.

Broad Gauge Bodies have completed work on the SOC concentrate wagon kit and a number of V.R. U van decals, which include the Peters Ice Cream (circa 1930), Glen Valley, Edinburgh Paints, Kannon Brothers, V.P.C. and Gipsland Northern. These will be released progressively over the next few months.

Future Arrivals

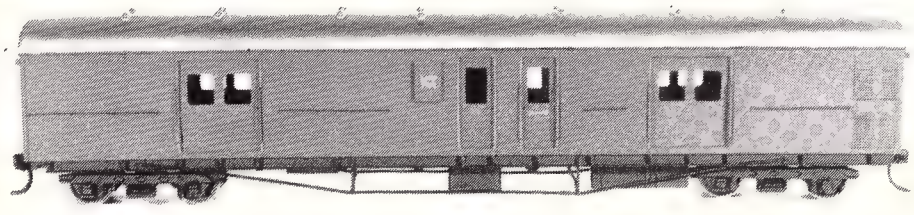
The pilot model of McBees ZLP van arrived and we at AMRM were fortunate enough to have a first hand inspection. The continued improvement of the models built by The Model Company is remarkable. In fact, upon removing the ZLP from the box the first impression was that it was a quality product from Korea — the highest accolade one can give a model these days. Modellers proposing to purchase the ZLP are in for an excellent model. Detail includes nail holes in the timbers, see-thru steps, brake shoes on equalised bogies, water filler cap and piping, underfloor fittings, minute marker lamps . . . the list is endless. It is interesting to note that The Model Co are now punching the window openings and the result is very pleasing. Modellers can judge the quality of this model for themselves by the accompanying photograph.

Trax Model Products advise that tooling on the FS/BS coaches and the BDX will commence later in the year with delivery expected in mid 1985. The MLE flat wagon and VHO passenger brake van are on the list for 1985, providing tooling capacity can be obtained from the factory.

Broad Gauge Models have advised that they will import the V.R. X class diesel in 1985. The model will be offered in two versions (37-55 and 48-54) and two liveries (blue and gold and V/Line orange and grey). If the response to their Y class is any guide, these models will be hard to obtain. ■

PREVIEW

VIMA decal for VR T vans by Broad Gauge Bodies — previewed last issue.



Photographed above is the latest rolling stock kit from Rails North Models. It is an NSWR LHO passenger brake van as seen in service in recent times on mail trains. The kit is a standard Rails North product, the parts being formed from epoxy castings.

More Previews on page 50.

WAGON ASSIGNMENT by COMPUTER

prepared by Stuart Livesey.

An increasing amount is being written about computer programs for model railways. These programs are written on microcomputers but here is a program that was written by Ian Baxter, of Bathurst, on a Facom mainframe computer. Don't be put off by this though, for Facom's version of Basic is so simple that no alteration should be required to run it on one of the 80 series of micros. Ian wrote the program for his slightly extended version of Oberon. Here is Ian's description of the program.

The idea of this program is to assign wagons to sidings on my layout at the begining of an operating session in a random, but logical, fashion. It is then the operator's problem to get the loads out and handle the incoming traffic according to the timetable. The program takes account of differing loads in each siding, keeps wagons logically placed, i.e. stock wagons are not assigned to the tool company, keeps track of how many wagons I have and allows for expansion of the layout and the amount of rollingstock available. The program does not distinguish between four wheel and bogie stock, assign loads or empty wagons to destinations off the layout, nor does it distinguish between individual wagons. It does distinguish between classes of wagons. It should be possible to overcome these shortcomings with a bit of work.

Fig.1 shows the program; I should explain here that Excalibur is the name of a non-existent tool company and Shell refers to a fictional fuel dealer. Lines 80-110 load the wagons on my roster, from the data lines 590-630, into the array W$. At the same time, the number of wagons in each class is loaded into the separate array W; e.g. I have 15 S wagons so W$(1) = 'S' and W(1) = 15. W$(2) = 'BD' of which I have two so W(2) = 2.

The for/next loop 130-550 works through each of the eight sidings on my layout. First the name of the siding and its capacity is read by line 150 from the data lines 670-690. For each siding a random number (between 1 and the siding's capacity) of wagons is generated at line 180. This number determines the number of times the loop 390-520 is traversed, once for each wagon.

Lines 200-370 determine the criteria for each siding, e.g. tank wagons do not get assigned to the timber yard. The wagons in the data lines are ordered so that groups of them, such as stock wagons, may be picked out by this routine.

Lines 380-520 generate these wagons one at a time. The generator is line 410 and lines 470-510 check that the generated wagon is available and delete it from the memory so that it cannot be used twice. The wagon is then printed and another is generated until the number (line 180) is exhausted.

The program then jumps back to line 130 and does the same for the next siding. This continues until the program is complete.

Fig.2 shows the print-out that the program produces. ▪

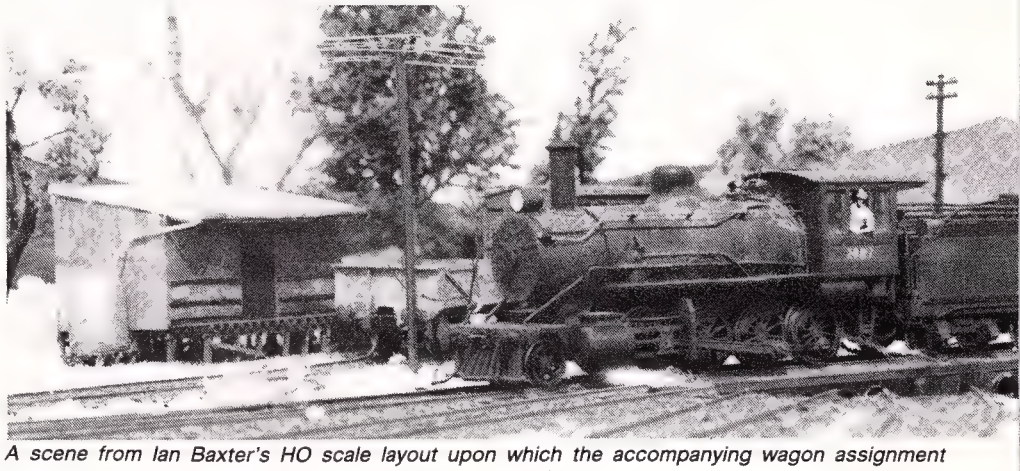
Fig.1

```
0010        REM:
0020        RANDOMIZE
0030        REM:
0040        DIM W$(18),W(18),S$(8),S(8)
0050        REM DIFFICULTY 0-3 (REPLACE BY INPUT)
0060        D=1
0070        PRINT
0080        REM: LOAD WAGON ARRAY
0090        FOR I=1 TO 18
0100        READ W$(I), W(I)
0110        NEXT I
0120        REM:    LOOP    FOR    EACH    SIDING
0130        FOR J=1 TO 8
0140        REM:    SIDING    NAME    AND    CAPACITY
0150        READ S$(J),S(J)
0160        PRINT S$(J)
0170        REM: NUMBER OF WAGONS FOR SIDING
0180        N=INT(S(J)*RND)+D
0190        REM: CRITERIA FOR WAGON GENERATOR:
            SIDING DEPENDENT
0200        ON J GOTO 220, 240, 260, 280, 280, 310, 340,
            340
0210        REM:  T,  H/S,  G,  L,  P,  ST,  EX,  SH
0220        A=7
0230        GOTO 350
0240        A=15
0250        GOTO 350
0260        A=11
0270        GOTO 350
0280        A=0
0290        B=0
0300        GOTO 370
0310        A=4
0320        B=15
0330        GOTO 390
0340        A=9
0350        B=1
0360        REM: ESCAPE IF SIDING EMPTY
0370        IF A=0 THEN 540
0380        REM:  LOOP  FOR  NUMBER  OF  WAGONS
0390        FOR K=1 TO N
0400        REM: GENERATE WAGON
0410        X=INT(A*RND)+B
0420        REM:  SPECIAL  GENERATOR  FOR  SHELL
            SIDING
0430        IF J<>8 THEN 480
0440        IF X<>9 THEN 460
0450        X=14
0460        IF X=8 THEN 450
0470        REM:  CHECK  AVAILABILITY  OF  WAGON
0480        IF W(X)<=0 THEN 410
0490        W(X)=W(X)-1
0500        REM: PRINT WAGON
0510        PRINT                W$(X);"          ";
0520        NEXT K
0530        PRINT
0540        PRINT
0550        NEXT J
0560        REM
0570        REM: DATA WAGON CODE, NO. ON ROSTER
0580        REM:
0590        DATA "S", 15, "BD", 2, "B", 3, "D", 2, "FL", 2,
            "TE", 1, "UME", 1, "CV", 6, "PV", 1
0600        REM:
0610        DATA "LV", 6, "MRC", 2, "BWH", 3, "RU", 2,
            "TA", 3, "CW", 7, "GSV", 6, "BCW", 2
0620        REM:
0630        DATA "BSV",2
0640        REM:
0650        REM:  DATA  SIDING  NAME,  CAPACITY
0660        REM:
0670        DATA "TIMBER", 8, "H/S", 2, "GOODS", 8,
            "LOOP", 0, "PLATFORM", 0, "STOCK", 7
0680        REM:
0690        DATA    "EXCALIBUR",    4,    "SHELL",    3
0700        END
END OF DATA SET
```

NOTE: To allow this listing to be neatly typeset some license was taken with section of the program. Data after commars on lines 0200, 0590, 0610, 0650, 0670 and 0690 should be 'closed-up', i.e. there should be no 'space' after the commas in the designated lines. To make the program run it may be necessary to delete these spaces. — Editor.

Fig 2.

```
TIMBER
S

H/S
S

GOODS
S

LOOP

PLATFORM

STOCK
CW BSV BSV CW GSV GSV

EXCALIBUR
PV S UME

SHELL
TA D

TIMBER
TE S B B FL B

H/S
BCW

GOODS
MRC

LOOP

PLATFORM

STOCK
BCW GSV BSV CW BSV

EXCALIBUR
D UME D CV

SHELL
BD FL
```



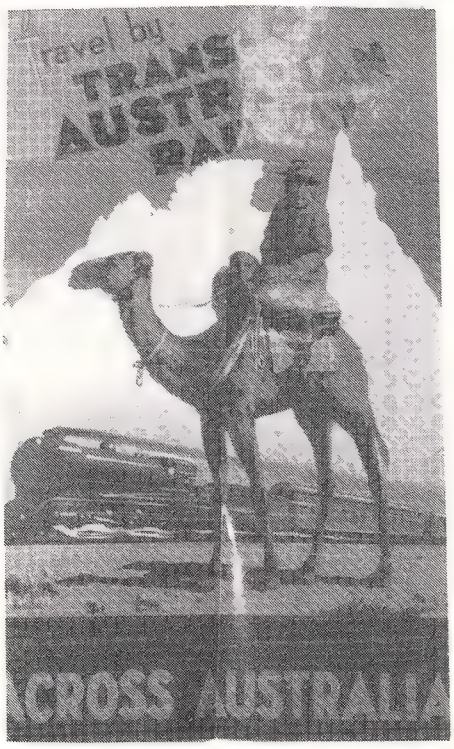
A scene from Ian Baxter's HO scale layout upon which the accompanying wagon assignment program is used.
The scene shows 2907, a modified Roundhouse kit, easing off the turntable at Oberon. The goods shed in the background is scratchbuilt and based on the shed at Oberon.

Regretfully, due to the lack of space various items for the Review, Preview, Mail Bag and AMRM NEWS columns had to be held over to next issue.

The deadline for entries for the 1984 Club Register listing closes on the 10th October 1984.

Please note that the advertising deadline for the December 1984 issue has been advanced to **17th October 1984.**

"Did you know this brush cleaner contains alcohol?"



Australian National have released a reproduction of the rail posters used to advertise the Commonwealth Railways 50 years ago. Originally only 1000 copies of the posters were printed. This reproduction has been limited to 2000 copies. They are available from Railway outlets and Red Heart Souvenirs. The retail price is $3.75 plus postage and packaging ($2.50).

PUBLICATIONS

Following are some of the model railway and prototype associated publications released recently.

AUSTRALIA'S CAVALCADE OF TRUCKS by David Lowe. Published by The Lodstar Press, available from ARHS Bookshop, PO Box E129, St James, 2000. If you are interested in modern day road transport, this 50 page booklet is for you. A mixture of well presented colour and black and white photographs illustrate the many heavy vehicles, primarily articulated, that grace our roads today. Although each illustration is interestingly captioned there is a dearth of technical detail about the subject. Priced at $2.95.

VICTORIAN RAILWAYS ROLLING STOCK BOOK — 1904. This book (volume) was first reprinted in 1979 as a limited run (see review A.M.R.M. Issue 100). Fortunately a re-run has been organised — something that can only benefit the growing band of V.R. modellers. Inside the beautifly black bound covers is line diagramss of all locomotives, goods wagons, passenger cars and trucks in service on the V.R. in 1904. The book is priced at $44.50 (plus postage0 and is available from The Railfan Shop, 632 Bourke St., Melbourne, 3000.

TRAM TO SORRENTO by A.P.Winzenried, published by A.P.W. Productions, Box 360 Belgrave, 3160.

MAILBAG

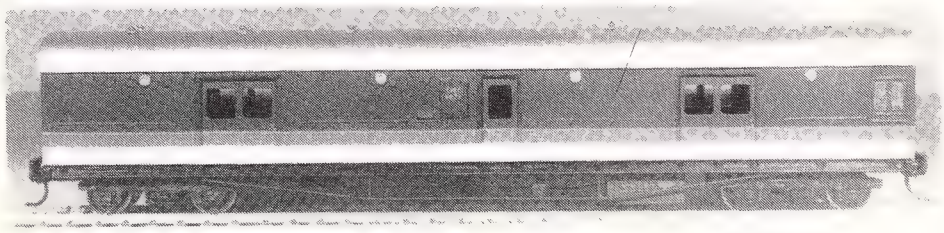
Continued from page 46.

To all impecunious modellers like myself (brass? What is brass, I've never been able to afford to see it, yet alone buy it!). I would say look around at what you have, it's amazing what you can do with common materials with a little thought, and still produce a satisfactory result. While on the subject of poverty, how would a competition for the best layout made with the least money go?

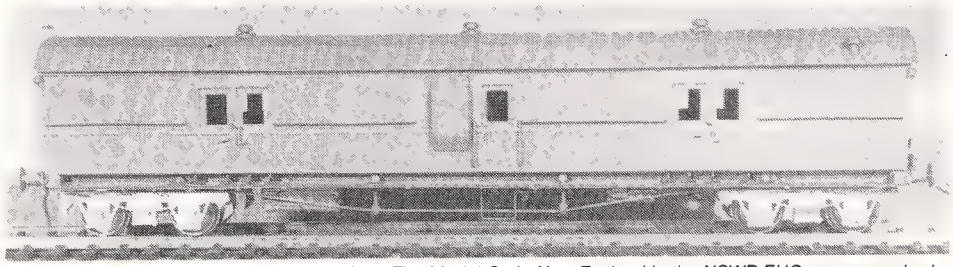
Congratulations on a fine magazine, but could you get it down to Tasmania a bit nearer the beginning of the month than the 17th?

Ken Catt,
Karoola. 7254.

The 17 day delay of AMRM reaching Tasmania is unusual, but unfortunately we are unable to help in speeding up Australia Post, who move most copies of AMRM. — Editor.

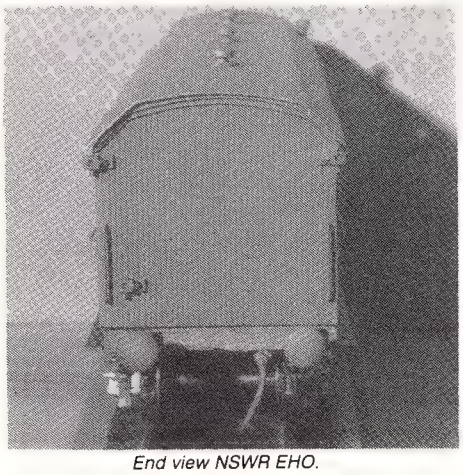


The latest plastic kit from Casula Hobbies is a model of the NSWR LHO passenger brake van. Priced at $20.50 the kit comprises polystyrene mouldings for the sides, ends, floor, roof, vents and undergear. Sections of clear styrene are supplied for the windows while PMH bogies fitted with Casula 10.5mm brass disc wheels are also included. An illustrated assembly instruction leaflet which details virtually all items of detail makes up the kit. As can be seen from the above photo the model dresses up very well, despite a minor dimensional discrepancy. One would think that the Craftsman Models Candy Stripe decal had been specially made for this model.



The latest release from Berg's Hobbies from The Model Co in New Zealand is the NSWR EHO passenger brake van. The model is a fabrication of brass etchings, pressings and castings. The style represented is the tongue and groove sided version complete with mail, dog and coffin box. Overall assembly standard is excellent as is the quality of the brass castings. Available from Bergs Hobbies, 261 Church Street, Parramatta, 2150 the van is priced at $84.50. Painted versions are available at $94.50.

Sorrento was chosen as the first site for white developement in what was to become Victoria and it went on to become a favoured holiday resort for the Melbourne residents during the 1870s. This 56 page book details the history of Sorrento, the centre of attention being the tramway that traversed from Port Phillip Bay to Bass Strait. The interestingly detailed text is profusely illustrated with excellent black and white photographs many of which would a real help to anyone modelling the line. Price $4.95.



End view NSWR EHO.

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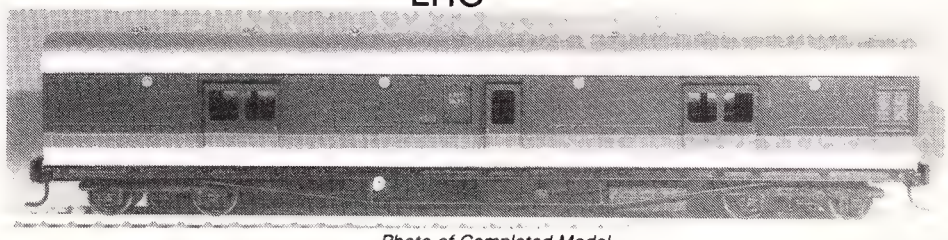

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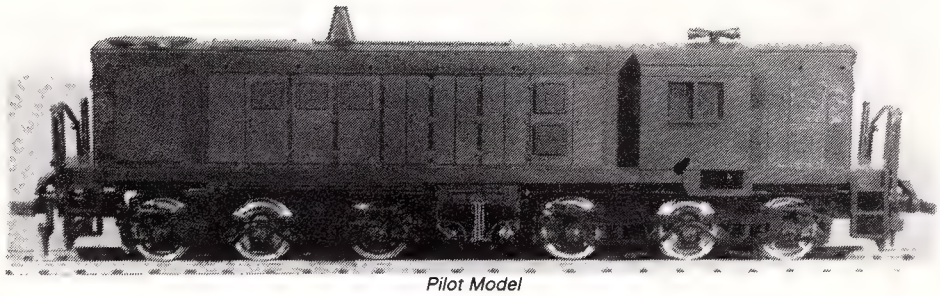

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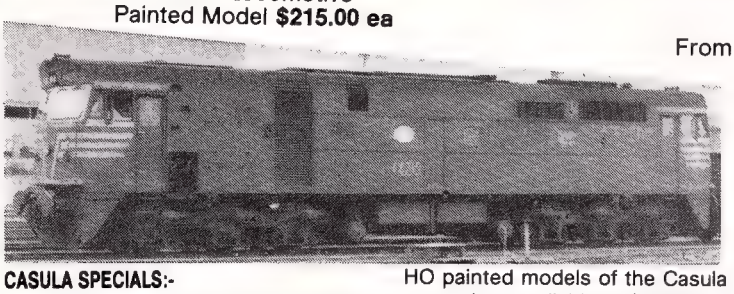

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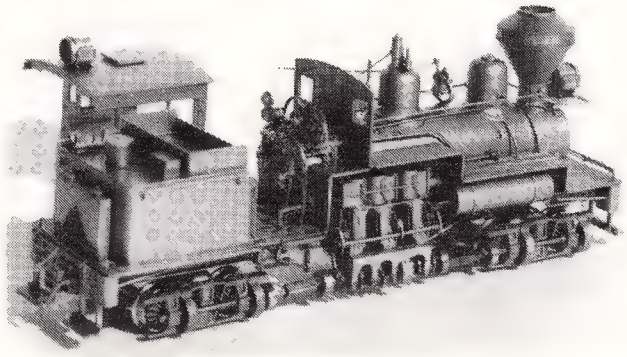

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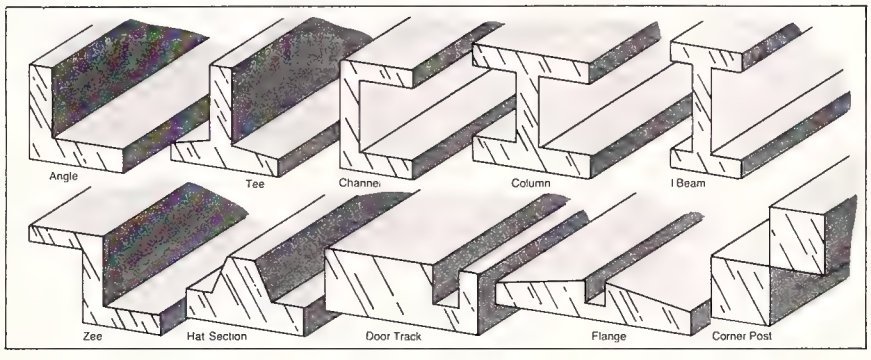

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Production of the following kits has been suspended:- LHG, SHG, JHG and HCX.

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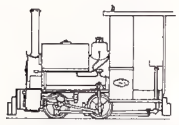

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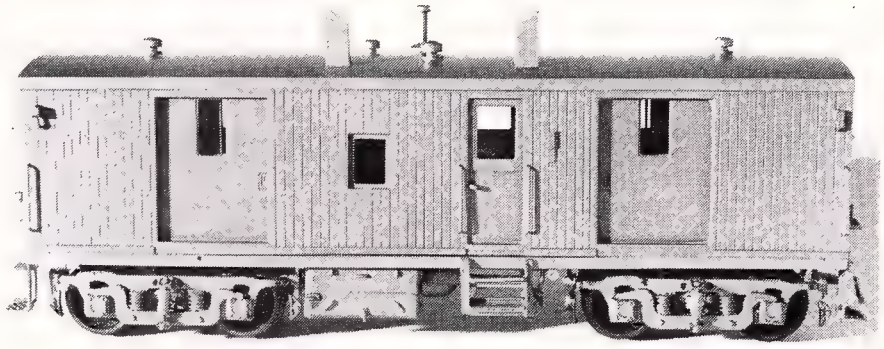

VR 'ZLP' GUARDS VAN Illustrated above is the pilot model of the VR 'ZLP'. Castings for the roof vents, chimney, periscopes, side lamps, side steps, lamp brackets and the water tank filler tap were not ready when the pilot model was assembled. Also yet to be added are the drip rails above the side doors. The first shipment of ZLP's will have arrived from New Zealand when this ad. appears. The VR 'ZLP', ready-to-run, painted and including custom printed decals is priced at $97.50.
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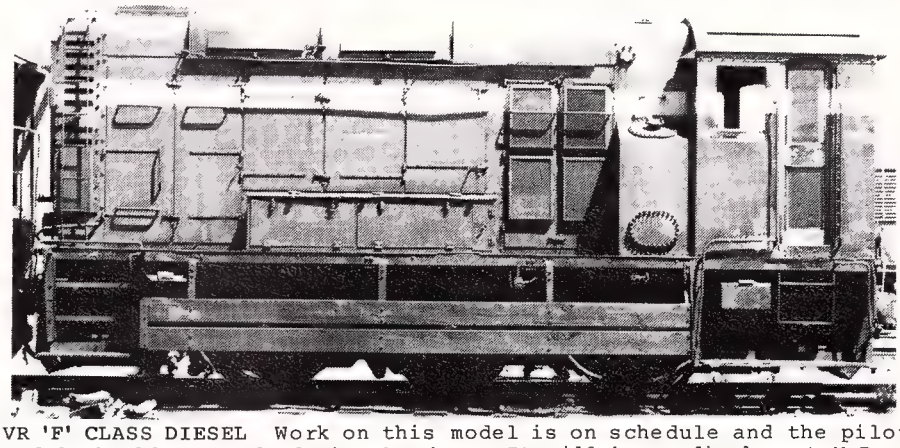

VR 'F' CLASS DIESEL Work on this model is on schedule and the pilot model should be ready during October. It will be on display at McBees Hobby Centre, Preston. Price will be $295.00 - (deposit is $100.00)

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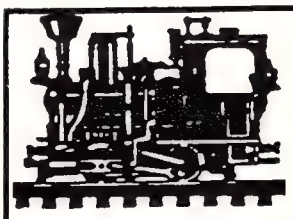

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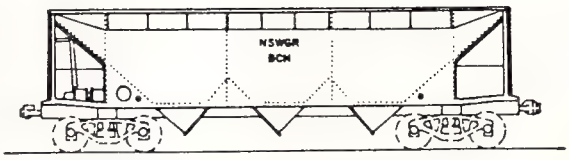

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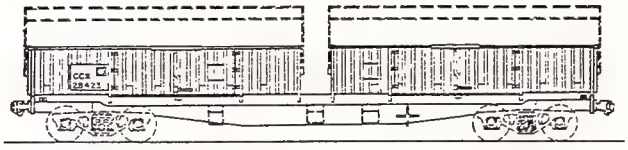

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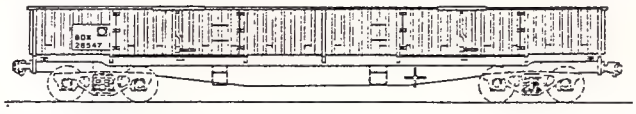

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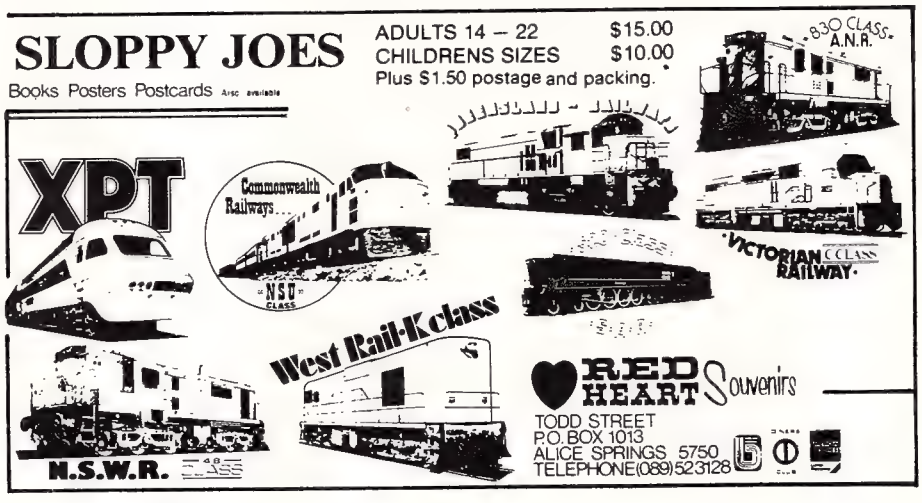

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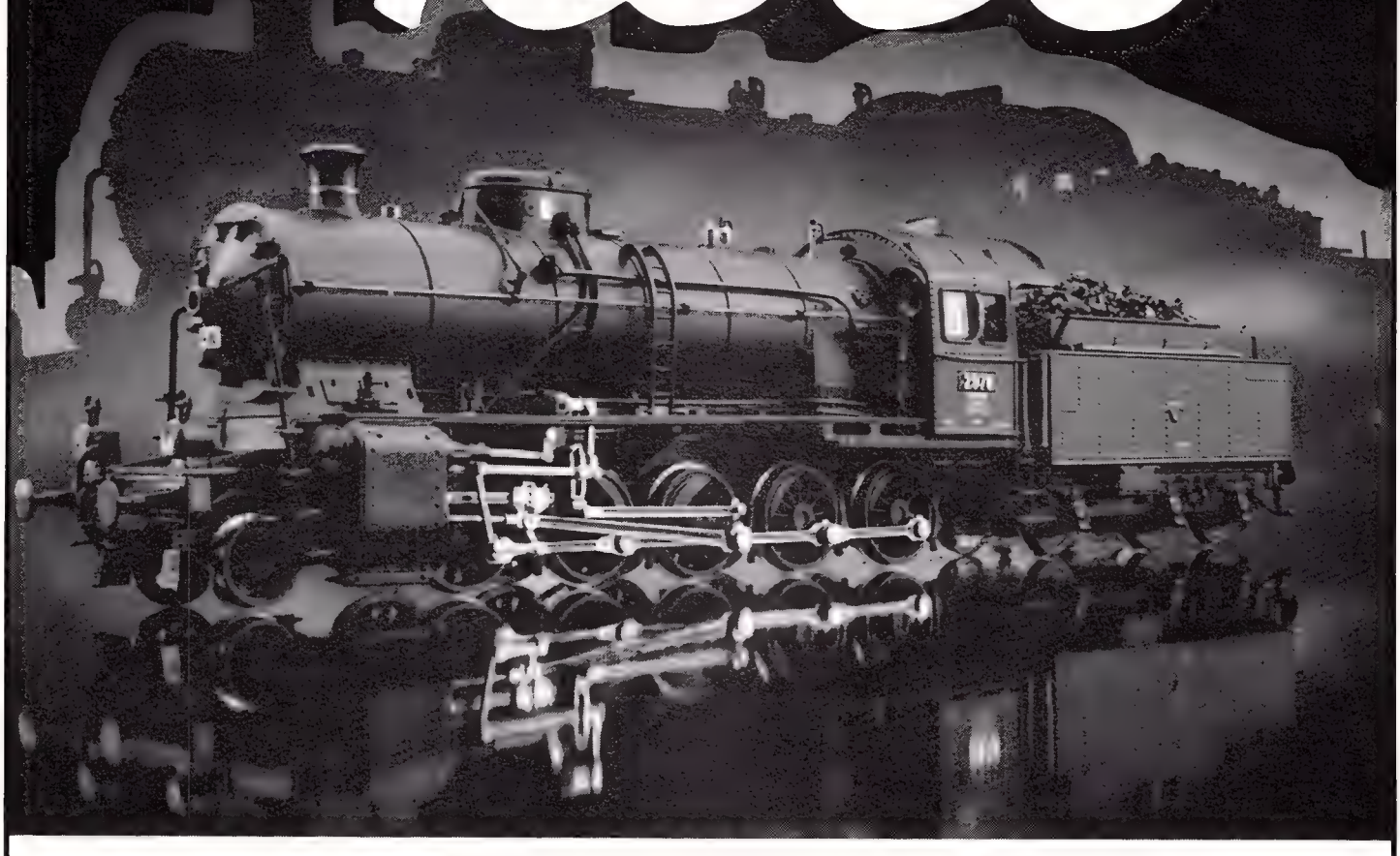

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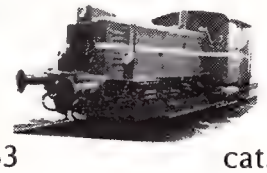

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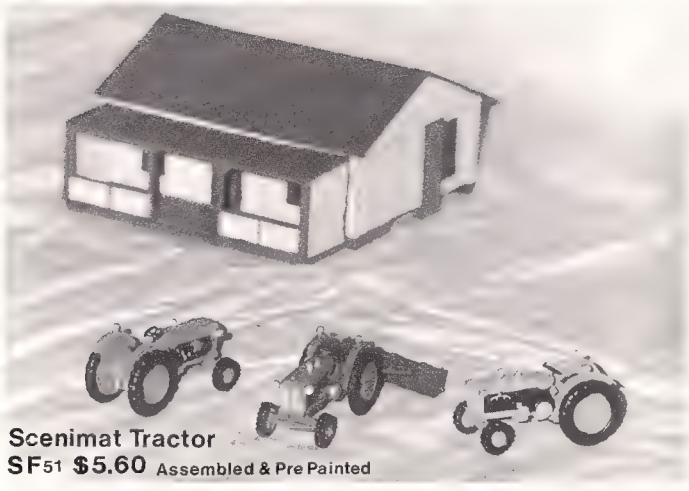

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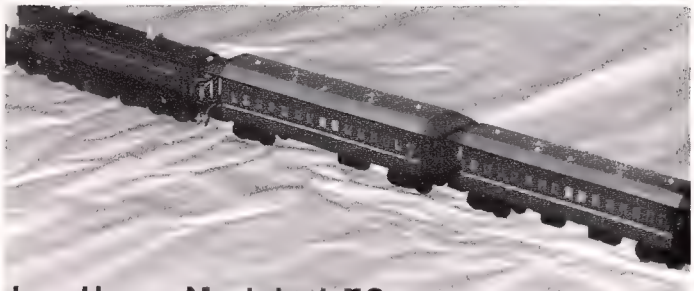

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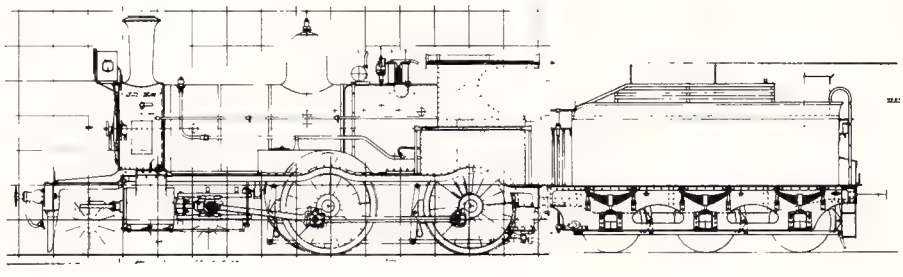

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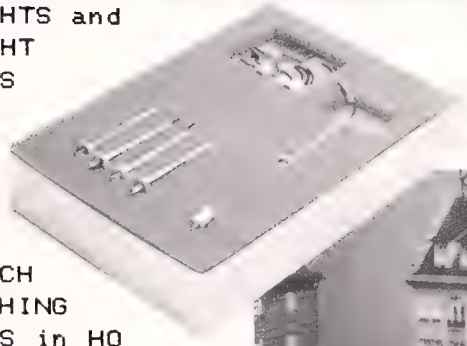

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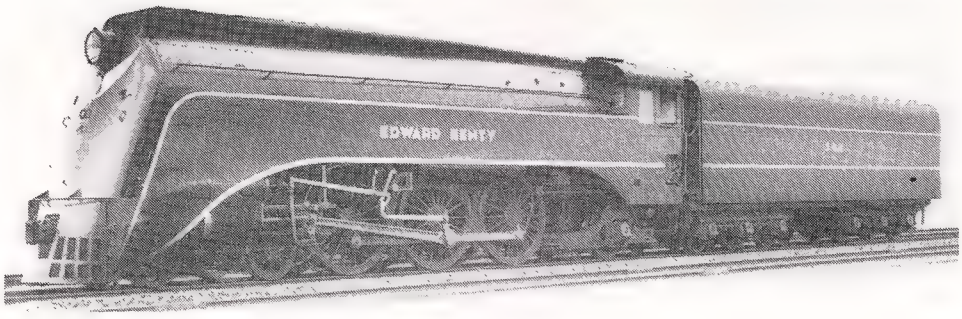
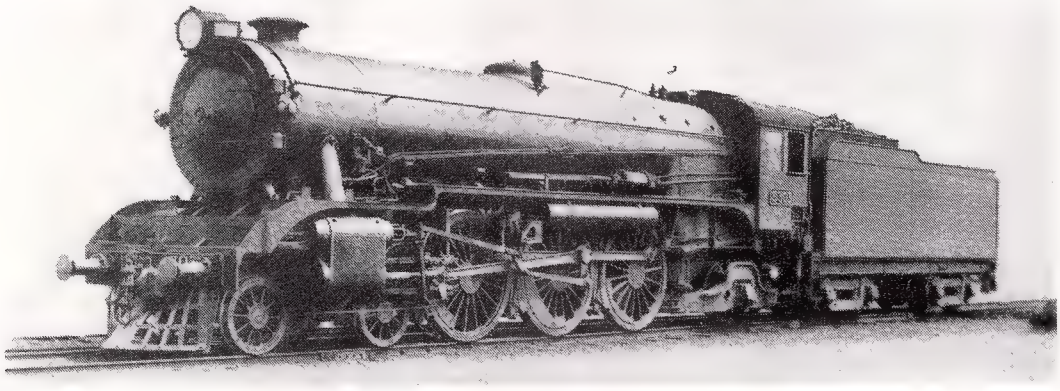


STREAMLINED version as running in 1940 — slotted pilot, original welded tender and bogies, full valancing, etc.



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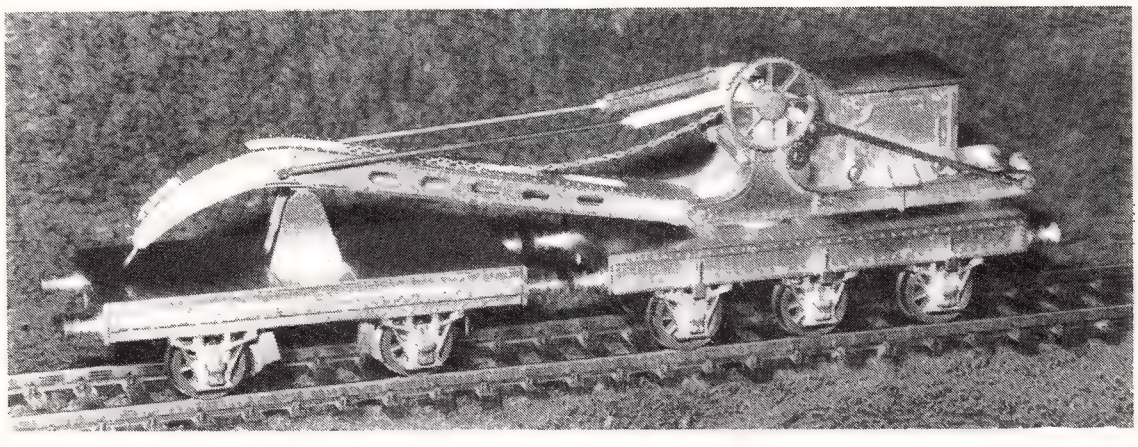

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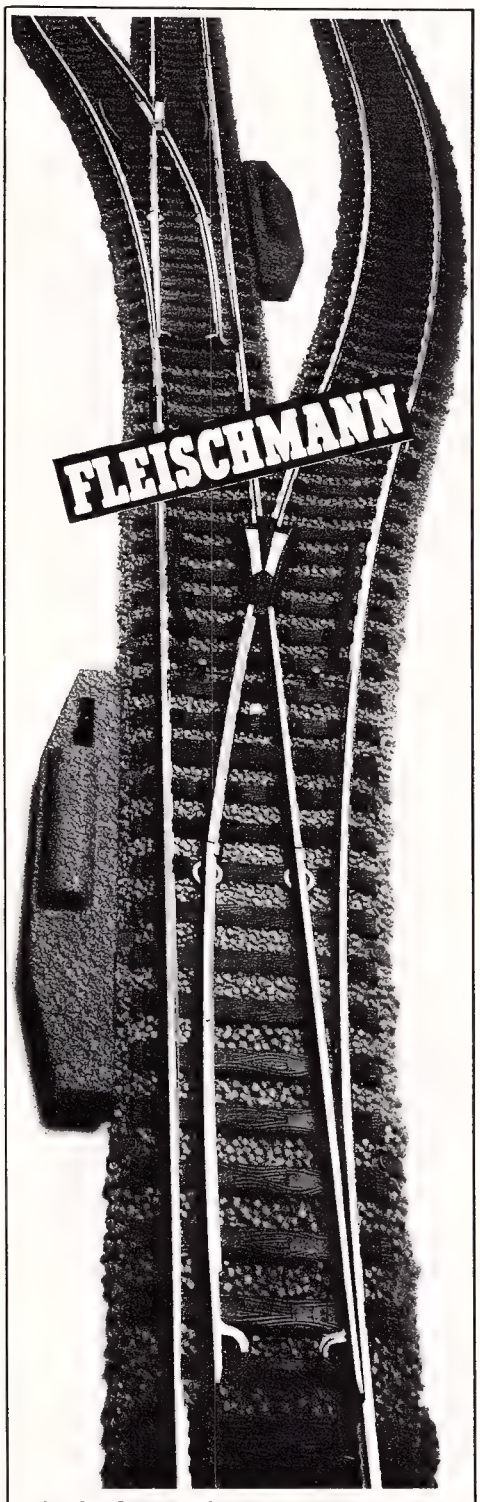

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As from the 8th. of October McBEES HOBBY CENTRE will be under new management. The import-to-order service from WALTHERS which we have developed over the years will continue - please note the new address for orders. All the VR brass models previously advertised under the McBees name will now be marketed under THE MODEL COMPANY banner. All MODEL COMPANY products will still be available from McBees. We would like to thank all our customers and suppliers for their support over the past 10 years and we hope that you will continue to support the new owners in their efforts to improve service to modellers. Together with new owners will come new shop hours and also a new name:-

From the 8th. of October THE BUFFER STOP will be open during the following hours:-

Mon. - Thur. .. 9am to 6pm
Friday .. .. .. 9am to 9pm
Saturday .. .. 9am to 1pm

The new owners, Lilliann and Trevor Doran, would like to extend an invitation to all modellers to call in and let us know your modelling requirements. We would like to assist you to the best of our ability.

WALTHERS The present Import-to-Order service will be maintained and we hope to increase demand for this service to a point where we can drastically decrease delivery time and eventually carry many more of the regularly ordered items on the shelf. Our intention is to expand all present ranges of stock and to add new ranges as we are able to do so. Mail order customers please note the new address at the top of this ad. We will maintain the computer-to-computer link with Walthers. Naturally, all items currently on order (or Backorder) from Walthers will be supplied in the usual way.

ATTENTION NON-AMRA AFFILIATED MODELLERS: As an opening special THE BUFFER STOP will offer to ALL modellers who join the AMRA (in person, in the shop) as NEW members, and pay the appropriate membership fees with their registration, a discount of 10% (off our normal low prices) on their purchases, until the discount total equals their joining fee. We are making this offer because we would like to see a stronger Australian Association. We would also like the chance to meet and assist as many new modellers as possible. This offer is open until the 31st. of December 1984.

DYNATROL®

THE BUFFER STOP has obtained the agency for the American made Dynatrol Command Control System. Dynatrol is an 18 channel system with hand-held, walk-around cabs. Modellers of prototypes with small motive power will be interested in this system as the latest loco modules will fit into most narrow gauge HO locos - they will also fit MANY N gauge locos without using dummy units. Larger models and scales are well catered for with modules which will handle up to 7amps. The complete Dynatrol system is on display in the shop.

PHOTOGRAPHIC REPAIR SERVICE
Railroad (and other) photographers will be pleased to know that an extra service available within the shop will be a repair service on most makes and models of photographic equipment. We have operated Elite Camera Repairs Pty Ltd for the last 16 years and intend to combine this operation with THE BUFFER STOP.

McBEES

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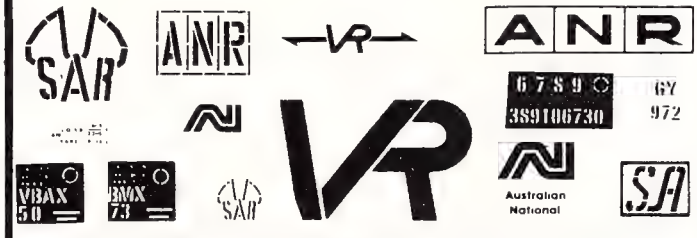
Cards above (and VISA) accepted. Include number, expiry date and your signature. Do NOT send CASH.
All prices shown are subject to change without notice. Postage at cost.

B.G.B. BROAD GAUGE BODIES

Australian Prototype Body Kits as seen running through South Australia.



CUSTOM DECAL SERVICE for the freelance Modeller. Enquiries to B.G.B.

NEW RELEASES

NEW KITS

BK 44. S.A.R. C/CS bogie cattle van	$9.90
BK 46. V.R. E bogie open wagon — GY pattern doors	$7.85

NEW DECALS

No. 64/C2 V.R. 'T' van advertising 'VIMA'	$ 2.00
No. 65. V/LINE grain emblems	$1.35
No. 66/C2. V/LINE passenger car emblems	$2.00
No. 67/C2. V/LINE 630mm freight wagon emblems	$2.00
No. U2/C3. V.R. U van billboard sign — 'AB Wine Tonic'	$2.80
No. U1/C3. V.R. U van billboard sign — 'Sunshine Biscuits'	$2.80
No. 69/C2 V.R. T van billboard sign — 'Tankred Bros'	$2.00
No. 70/C2 V.R. 'Vinelander' name boards	$2.00
No. U3/C2 V.R. U van billboard sign — 'McNamara-Trenchards'	$2.00
No. U4/C2 V.R. U van billboard sign — 'Robinson Brothers'	$2.00
No. U5/C2 V.R. U van billboard sign — 'N-Z-L'	$2.00

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South Australia:
- Bridglands Hobbies
- The Model Centre
- West Coast Model Supplies
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- Branch Line
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The Puller	10.95
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The Rivetter	55.95
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No.7139 40" dia. half axle, suit powered loco	10.95
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Wheelsets to suit Athearn dummy units	9.50

6 wheelsets per pack, enough to convert one Co-Co
Athearn locos have 42" dia. wheels, standard diesel wheel is 40" dia.

CENTRAL VALLEY MODEL WORKS — Truss bridge kits 48.95

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CARY LOCOMOTIVE WORKS — Cast metal diesel loco bodies

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EMD F3 A, Phase I	21.95	EMD F3 B, Phase I	21.95
EMD F3 A, Phase II	23.50		
EMD SW1500	21.95	ALCO S2/S4	24.95

All above body shells fit Athearn drives

EMD 10 louvre sets, suit GM hood units	2.40
Detailing Kit to suit Roundhouse Shay Loco	29.50

Consists of lost wax brass parts (9 items).

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NCX coil steel carrier	13.30	GLX louvre van	4.50
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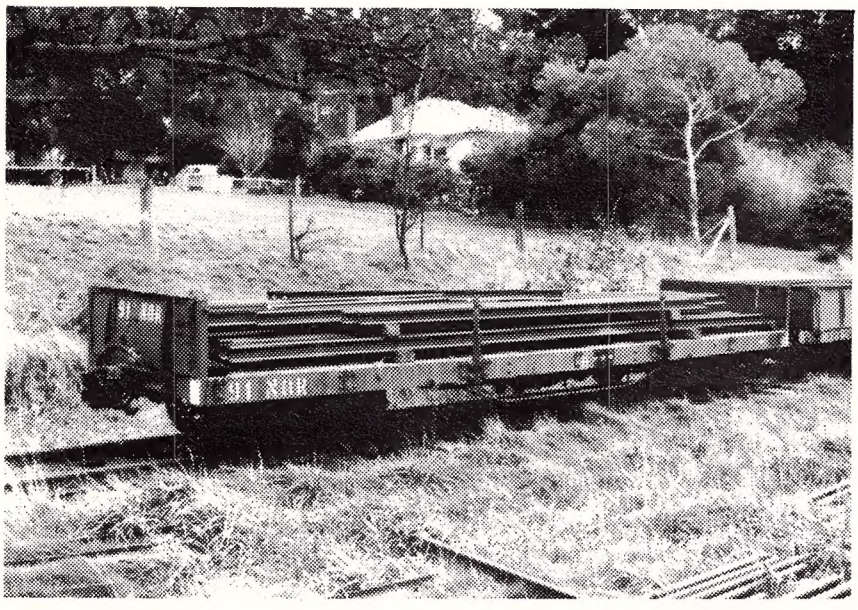

All models currently available in HOn2½ and HOn3.
Please specify.

V.R. Narrow Gauge Kits

Part No.	Description	Sug. Retail
FOX-1K	3'3" Wheelbase Fox Bogies Kit	$7.80 pr.
FOX-1A	3'3" Wheelbase Fox Bogies RTR	$9.00 pr.
HU-1K	25' Underframe kit	$7.50 pr.
HTU-1K	25' underframe kit & fox bogies kit	$14.00
HNQ-K	NQ open bogie wagon kit	$17.00
HNQF-K	NQ flat wagon with rail load	$17.00
HNQP-K	NQ Pulpwood rack wagon	$17.00
G42 U/V	Assembled (bronze, brass & steel) universal set for BERGS G42	$20.00

Freelance Narrow Gauge kits and parts

Archbar-k	3'7" Archbar bogies kit	$7.50 pr.
Archbar-A	3'7" Archbar bogies kit	$9.00 pr.
H-Junk-1	HO narrow guage junk 20-21 items	$6.00
Small u/v	Bronze, Brass & steel kit to make 4 u/v's	$12.00

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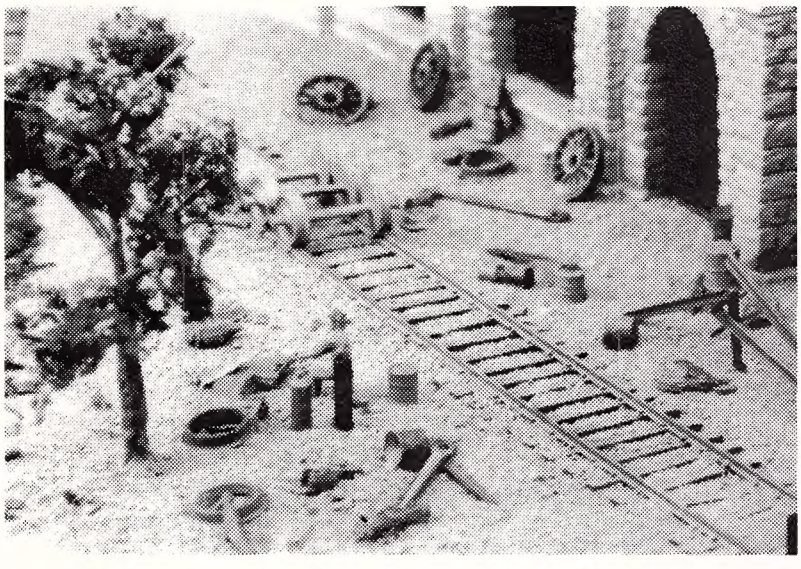
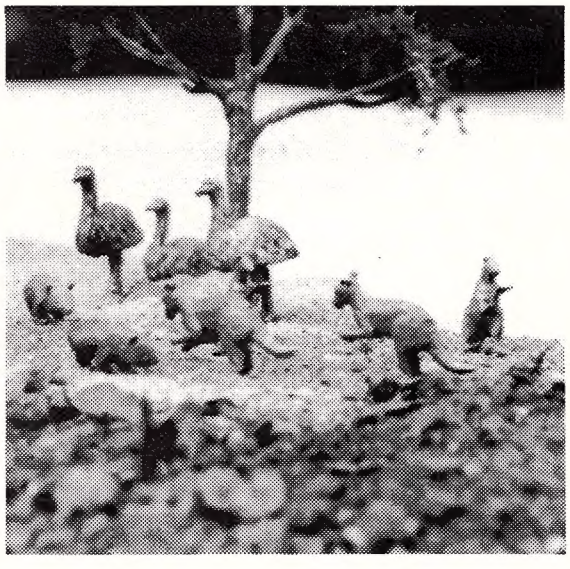


S2 Australian Animal Set – 12 animals



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BOOKS, records. movies. slides of NSW steam specials 1971-6. American 'N' – send for list. all must go. Send long SAE to J.T. Box 487. Strathfield. 2135.

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CASTINGS Drawings for stationary steam engines, offers accepted, buyer collects. SAE lists. 39B Riversdale Rd., Rivervale. W.A. 362 4600

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SK-11
SK-31
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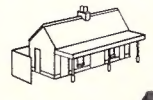
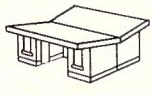
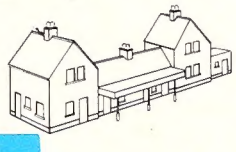
City Centre	SK-17	SK-37	---
City Extension	SK-18	SK-38	---
Sky with clouds	SK-19	---	---
Dock Centre	SK-20	SK-40	---
Dock Extension	SK-21	SK-41	---
Country/Seascape	SK-23	SK-43	---
Country with river	SK-24	SK-44	---





LK-13



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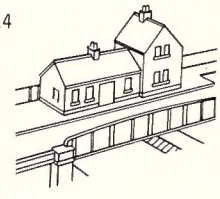

LK-17

PECO

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LK-1 Water Tower	$2.95
LK-2 Water Cranes (2)	1.75
LK-3 Coal Staiths (2)	2.35
LK-4 Platelayers Hut	2.00
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LK-10 Plate Girder Bridge Sides (2)	3.15
LK-11 Truss Girder Bridge Sides	3.15

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LK-13 Country Station - stone	8.75
LK-14 Station House - brick	7.35
LK-15 Station House - stone	7.35
LK-16 Station Platform Shelter & Hut - wood	7.25
LK-17 Station Platform Shelter & Hut - brick	7.25
LK-21 Chocolate vending Machines (6)	1.65
LK-22 Weighing Machines (4)	1.35
LK-23 Milk Churns (24)	1.75
LK-24 Packing Cases (6)	1.75
LK-25 Platform Seats (12)	2.00
LK-31 Single Tunnel Mouth	3.15
LK-32 Double Tunnel Mouth	4.35
LK-33 Single Road Bridge Side	4.35
LK-34 Double Road Over Bridge Side	4.75
LK-40 Stone Walling - 190 x 255mm approx.	2.00

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LK-51 Boom Gates with side fencing	3.50

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LK-60 Platform Edging - brick (5)	3.95
LK-61 Platform Edging - stone (5)	3.95
LK-66 Ramp Edging - brick (4)	1.95
LK-67 Ramp Edging - stone (4)	1.95

The following buildings are part of the "Manyways" system and have similar type construction to the station buildings referred to above.

LK-80 Diesel Maintenance depot	16.25
LK-81 Office Buildings (2)	12.75

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LK-78 Windows, Doors, Gutters, Downpipes etc.	3.75
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The prices shown in this advertisement are recommended prices only and there is no obligation for dealers to comply with the recommendations.

For Trade & General Enquiries:-

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Phone (060) 21 2473